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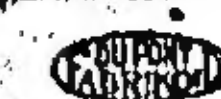
The Hongkong Telegraph

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FRIENDSHIP BRUSHED ASIDE.

REBUFFS TO BRITAIN IN CHINA.

MEMORANDUM TO LEAGUE OF NATIONS.

OUR POLICY OUTLINED.

In the course of a lengthy Memorandum to the League of Nations, Sir Austen Chamberlain sets forth in detail Britain's policy towards China, which, he states, is in full accord with the principles adopted by the Washington Conference.

Having stated that Britain has been singled out for "an implacable campaign of calumny and boycott" Sir Austen says that the comparative peace in the greater part of South China during the last few months proves that when organised agitation and intimidation are absent, friendly relations between the Chinese and British remain as excellent as they have been in the past.

The British Government regrets that there appears to be no way in which the League can assist in settling the Chinese difficulties at present but, if opportunity should arise, Britain will gladly invoke the good offices of the League.

Ichang, Feb. 11. The situation is quiet. Troop movements down river continue.—*Naval Wireless.*

Hankow, Feb. 11. The city is quiet. The troop activity here is increasing. Two convoys of troops proceeded down river to-day.—*Naval Wireless.*

Kiukiang, Feb. 11. The godowns on the bank opened again to-day without incident.—*Naval Wireless.*

CHINA AND L.O.N.

BRITAIN'S EXPLANATORY LETTER.

London, Feb. 11.

Sir Austen Chamberlain's letter to the League of Nations on the China crisis, and which was referred to by Earl Balfour in the House of Lords, reviews the principles as regards China which were adopted by the Washington Conference, and on which, since 1922, British policy in China has been based. Its complete success, however, depended on the co-operation of a single central Government in China, and the Canton Government, which in 1922 was confined to Canton, now claims recognition as the only government in China. This fact has modified the hypothesis on which the Washington policy was based.

The letter emphasises that the British were singled out for an "implacable campaign of calumny and boycott," and reviews incidents of mob violence at Hankow and Kiukiang. It stresses the forbearance of British Marines and explains that Britain is ready to negotiate for treaty revision. Therefore, the British policy is a development of, and not a departure from the Washington Conference policy.

An annex tabulates the proposals communicated to China on January 27.—*Reuter.*

A FULLER TEXT.

BRITAIN EXPLAINS TO THE LEAGUE.

London, Feb. 11. The text is issued of Sir Austen Chamberlain's communication to the League of Nations, explaining British policy in China.

The communication states that since 1922 British policy has been based on the letter and spirit of the agreements reached at the Washington Conference. As regards general principles, the British Government still adhere to this policy, but its complete success depended on co-operation between the Powers concerned and a single central Government in China. Unfortunately, since 1922, China has become more disunited than ever. For instance, the Canton Government was, in 1922, confined to the City of Canton. Even then it was in revolt against the Central Government at Peking and did not consider itself bound by undertakings entered into by the Central Government's representatives.

representatives at Washington. The Canton Nationalist Government has now increased its authority over the greater part of the country south of the Yangtze River and claims to be recognised as the only government of all China. This fact has modified the hypothesis on which the Washington policy was based.

CAMPAIGN OF CALUMNY.

Further, the extremists of the Canton Nationalist Party have signed out British people for an implacable campaign of calumny and boycott. Indeed, enmity against Britain has been deliberately and persistently cultivated by this section of their advisers, in order to promote the solidarity of the Nationalist Party and to stimulate its aggressive spirit. The events of 1925 provided the anti-British propagandists with the kind of material most useful for them. When the police of the Municipality of the Shanghai International Settlement opened fire, in consequence of an outbreak of mob violence, the fact that the police had British officers was seized upon by the propagandists to represent the incident as an act of British aggression, though the British Government had no control over these police. Similarly, when an armed procession of Chinese fired on the Anglo-French Concession at Canton and troops in the Concession were obliged to fire in self-defence, the fact that, though only a part of those troops were British, was again seized upon as material for anti-British propaganda. The extremely friendly and considerate attitude of the British Government towards China, as shown at the Washington Conference and on many other occasions, was contemptuously brushed aside. A boycott of British goods was put into force throughout China, and, long after the boycott had ceased in the North it was continued at Canton.

SPREAD OF ANTAGONISM.

With the extension of the authority of the Canton Nationalist Government to Central China has spread the current of anti-British agitation fomented by the extremists. The Memorandum mentions the episodes at Hankow and Kiukiang, which, it says, made it clear that there was no guarantee for the safety of British lives or property in Chinese cities under the authority of the Nationalist Government in the present revolutionary state of affairs. It was in these circumstances that the British Government decided, as a precautionary measure, to send such troops as they were advised were required to protect the British community at Shanghai.

TREATY MODIFICATION.

The Memorandum relates how the British Government declared (Continued on Page 16.)

RAGGED REDS.

HOW TYRANNY CAME TO HANKOW.

"SUCCESSSES" EXPLAINED.

Sir Percival Phillips, special correspondent of the Daily Mail, writes from Hankow as follows:

Of all the many mysteries that baffle an inquirer in this land of paradoxes the most perplexing is the success of the Cantonese army. It seems incredible that such an aggregation of puny, undersized youths, untrained and ill-equipped, could conquer three populous provinces and put successive opponents to flight.

MERE LADS.

Many armies feed upon the ruined empire, but none so weak as this. Even the roving bandits beyond the Yangtze are superior in physique, stamina, and the rudiments of warfare. Entire battalions are built of lads no more than sixteen, who look twelve; they have as many kinds of rifles as would stock a museum, a few aged machine guns, and practically no field artillery; no hospital or ambulance services, no food supplies, and no organised transport.

Yet their advance has been unbroken by more than two engagements worthy of the name of battle. Northern forces sent against them have fled in disorder. The scene in Kiukiang—the oldest British Concession in China—when less than 2,000 straggling Cantonese entered some of them in old Ford cars, was an amazing exhibition of funk. The defending army bolted without firing a shot. Soldiers ran for the river, stripping almost naked, and sought to swim to safety. Transports packed to suffocation hurried away with the dishevelled units of an army at least four times as large as that which claimed the native city for the South.

PATHEPIC SIGHT.

You look on these conquerors of three provinces and wonder. I saw the Seventh Army enter Hankow in driving rain, and it was a pathetic sight. The shivering, bedraggled infantry might have been the wreckage of a rout instead of victorious warriors arrived at the goal of a six months' march.

These, the "flower" of General Chang Kai-shek's "Iron Division," came ashore in Russian peaked caps, grey cotton tunics and shorts, the rags of summer kit in which they left Canton. Straw sandals flapped about their pinched ankles; some trod the freezing mud with naked feet. Strapped behind their backs were circular sun hats of plaited straw like gigantic soup plates. Mess tins and parcels of unpleasant food were festooned at random above their belts.

Their youthful officers—cadets of the Whampoa Military Academy, which exists on Russian gold—wore grey or khaki with a Cantonese version of the Sam Browne belt; they were overcoated and spectacled, and instead of a sword (Continued on Page 15.)

FALSE REPORT.

EDITOR AND PUBLISHER FINED.

In connection with the public apology to the Spanish Dominican Mission which was published in yesterday's *Tai Kwong Po* regarding a report concerning the alleged murder of infants at Foochow, we learn that the editor and publisher of the journal named have each been fined \$500 at the Police Court.

The case came before Mr. R. E. Lindeell, the charge being one of publishing the article without the previous permission of the Secretary for Chinese Affairs having been obtained.

HUMPHREYS ESTATE MEETING.

PROPOSAL FOR THE NEW FLATS ABANDONED.

JULY STORM DAMAGE.

Presiding at the annual meeting of the Humphreys Estate and Finance Co., Ltd., held at the Hongkong Hotel this morning, Mr. Henry Humphreys said:

For the third year in succession we have no profits to record under the heading of sales of property.

The net profit for the period under review shows an increase of \$6,392.62 which, in view of the conditions prevailing during the whole of the year, your Directors think is very satisfactory. Repairs Account is less, by \$2,584.19, but the Typhoon and Floods Insurance Fund has been reduced by \$10,184.54, due to damage caused by the great rainstorm of July 19th last. Landslides at Brankome Towers and Friston Cottage were responsible for most of the expenditure.

You will note an amount of \$3,000 architects' fees on the debit side of Profit and Loss Account. This sum was paid for plans of two big blocks of flats the building of which was abandoned. As there is no probability of their ever being proceeded with, the item could no longer appear as an asset and has consequently been written off.

The proposed appropriation of \$13,512 for Special Repairs and Renewals Account is necessary in view of the fact that we are faced this year with an unusual large expenditure which cannot be regarded as ordinary repairs. As regards the proposed appropriation for Typhoon and Floods Insurance Fund, the appropriation will bring the Fund up to the original amount of \$60,000 after providing for the damage caused by the July flood.

MISHAP TO "HAI HONG."

COLLIDES WITH PRAYA WALL.

In manoeuvring to make fast to the Douglas Wharf at eight o'clock this morning, the s.s. *Hai Hong* collided with the Praya wall, sustaining damage to her bows on the water-line.

The extent of the damage is at present unknown, but an examination will be made when the forepeak has been pumped out. Outwardly it can be observed that several of her plates are buckled. The accident was an extraordinary one, said an officer of a *Telegraph* representative this morning. The vessel was proceeding slowly ahead, the order to go astern was given and for some reason, unexplainable, she appeared to gather way and struck the Praya wall heavily.

Capt. Ellis Walker is the master of the s.s. *Hai Hong*.

CHINESE CUSTOMS.

SIR FRANCIS AGLEN HANDS OVER HIS OFFICE.

Peking, Feb. 11.

Reuter has been requested officially to issue the following statement: "Sir Francis Aglen has handed over charge of the Customs and Loan Service to Mr. Edwards today. It is understood that Sir Francis Aglen, who intends to return to England, remains gazetted and treated as Inspector General of Customs for one year."

Mr. Edwards took over charge of the Customs this afternoon.

PORTUGUESE REVOLT.

LISBON NOW NORMAL.

Lisbon, Feb. 11. The city is now normal. Banks have re-opened and the trams are circulating as usual.—*Reuter.*

HANKOW PLAN.

POLITICAL SCHOOL FOR WOMEN.

MADAME SUN'S SCHEME.

"During the first fortnight I was in Hankow, delegation after delegation of women came to me asking how they could assist the work of the Kuomintang and also help their sister in the task of developing a New Womanhood in China that should be cognizant of the new temper of the times, politically conscious and free.

"They were eager but unprepared so I decided to establish a school for women, to teach the Kuomintang principles, and help them to be useful in the field of women's participation in the revolution."

EVANGELISTS WANTED.

Such, it is explained by Mme. Sun Yat-sen, is the genesis of the new Political School for Women which she has organized. It is scheduled to open in Hankow this month.

"For our first term," she says, "it is probable most of our students will be young women from Hupoh and neighbouring provinces. But the eventual purpose is to have girls from every part of the country. We wish to develop individuals who can be sent back into their home provinces as evangelists of the new political faith."

"In brief, we propose to give women political training, provide them with a clear understanding of the revolution and a knowledge of the general world situation, and on this basis to develop them as practical revolutionary workers and prepare them for active participation in government and party labours."

SPECIALIST TEACHERS.

The teachers in this new school will all be individuals who have had practical experience in their field and really be looked upon as "specialists." Mme. Sun went on to explain. "There will be nothing impressive about our equipment. In fact," she says smilingly, "our quarters are in a building formerly used as a cabaret. The premises are, finally, to be put to really good use!"

"Our furniture is of the simplest. We are not out to impress with our rooms or our equipment. What we want to make first-class is our faculty. To that we shall devote most of our attention."

The new school will limit itself, at first, to one hundred students.

TO TEACH KUOMINTANG PRINCIPLES.

Not everyone who wishes to come will be admitted. There will be entrance examinations. No candidate will be considered who has not got a Middle School certificate or its equivalent. As a matter of fact several university graduates will be in the first group of students to enroll.

Students will have to attend at least twenty-four hours of work per week, during a course of six months, and any student missing twenty-four hours during the full course will not be allowed to take the final examination, upon the basis of which the graduation certificates will be awarded. There will be no fees, but text-books will have to be purchased.

"The curriculum seems diverse when the actual subjects are enumerated, but they all centre toward one distinct aim—thorough grounding in Kuomintang principles and technique, with a full background not only of the Chinese history out of which the Kuomintang has arisen but of world history and politics, in which the Kuomintang and its development have many analogies. These subjects include the Three People's Theory, a course in the life and work of Sun Yat-sen, a history of the party, an outline of its present organization including many of its more important general pronouncements." (Continued on Page 4.)

Bulls and Inners

From the Office Butts.

Thank goodness none of the Mudford-on-Slosh candidates so far forgot themselves to declare that women these days were quite capable of climbing as high as men, if not higher.

If Ramsay doesn't look out, friend Eugene will misquote him one of these days.

The story of the fall of Shanghai is not quite up to Canton's best froth-blowing form.

What with telopsis, the next thing we'll have to suffer is illustrations of "His Master's Face."

These marriage service alterations prompt the thought that many a married man would like to see in-laws outlawed.

"The Chinese masses will swallow anything," says a Shanghai commentator. This may account for the recent poisoning of five Hongkong foks.

"Husband Who Was Not," says a *Telegraph* heading. Very few are.

We can't understand why some men give the cloak-room-boy ten cents for taking care of a shabby hat, when the same sum would buy a better one at "Paddy's Market."

In Montreal, a Mr. Drake sued his wife because she threw a kettle at him. Why didn't Drake duck?

In Spain a bull ran amok and killed seventeen people. Good job bull-rushes were not so dangerous in Moses' time!

Apparently naturalisation by assimilation Kentwell be done.

It looks as if Coolidge will soon have to go into dry dock.

To be a "good scout" in Hongkong means that one must confine one's pants to knee-length signs.

"Woman Robbed in Home," says a Shanghai newspaper heading. Wonder how she got there?

Hongkong is being visited by 400 tourists with the result that most of the other people have been de-tourists.

Business might be worse. Suppose you had been a ladies' tailor in Hankow?

A correspondent signing himself "Bon Accord" writes repudiating the suggestion that Scottish parents take their children to the Chinese Fair in preference to the Pantomime.

He also states that Scotsmen are neither spendthrifts nor misers. We agree. They are the happy mean.

Golf is not an ailment. It is a symptom of foot and mouth disease.

Perhaps Eugene has only been suffering from cold in the nib.

"The Sphinx is now almost entirely visible," says a Cairo newspaper. Now we know that she is feminine.

The trouble with these war lords is that they all want to collect the same bits of China at the same time.

Many a woman who made her first impression on a man with a lipstick, finds a broomstick more persuasive after she has married him.

"Drawing Prohibition's Teeth," says an American newspaper heading. All along we've been under the impression that the trouble was in the throat.

This idea of splitting China into two suggests that there may be something in halfway measures after all.

If rain should come, we fear lots of residents will be suffering from water on the knee.

A stray bat from the belfry:—Why doesn't someone invent bowls to keep the ears of long-eared dogs from getting wet while drinking water?

This week's sub-title:—"Her smile would have made Father Time buy a razor."

There would be fewer political differences in China to-day if in the past there had been less political indifference.

A stray bat from the Mudford-on-Slosh belfry:—"The time is coming when every man will do what he likes—and if he doesn't, he'll be made to."

A Sydney "Reducing Expert" stated in the Bankruptcy Court that she had "almost starved during the last few months." We always thought these people lived on the fat of the land.

An American astronomer has been figuring out the cost, at railroad rates, of a trip to Mars. Mr. Whittier says that mile for mile a visit to Scotland is even more.

Some folk lose sleep through worry, cold feet and dancing. Others, again, merely through the people upstairs.

The crest of the great wave of pessimistic events sweeping Hongkong has surely appeared now.

We have "everything" possible to grumble about in trade, generally, we have political strife, revolutions, fires, accidents, floods, and even the whisper of an earthquake to make us shiver.

And now, as though to cheer us up, the gentleman who furnishes us with Cross Words is suspected to have measles.

We know now why some of these cross-country men are so easily annoyed.

A true democracy is one in which the rich get every consideration granted to the poor—even to the odour from noisome cesspools.

There is no truth in the story that houses for troops cannot be erected at short notice in Hongkong owing to lack of suitable wood. The Army and the P.W.D. can easily remedy this by pitting their heads together.

Or, perhaps, these Press tables could be pressed into service.

Many a bridegroom who possesses little else than an overdraft will be quite willing to declare "All my worldly goods I with thee share."

Manila is to have a new water sprinkler. America could do with a few whisky ones.

It's reported that Mr. Eugene Chen is to write a book. That's easier than righting a wrong.

"Newspaper Failing," says a heading. Possibly suffering from lack of circulation.

Russians in Moscow are now being taught English by radio.

Pity they don't introduce the same method into some of our Public Schools.

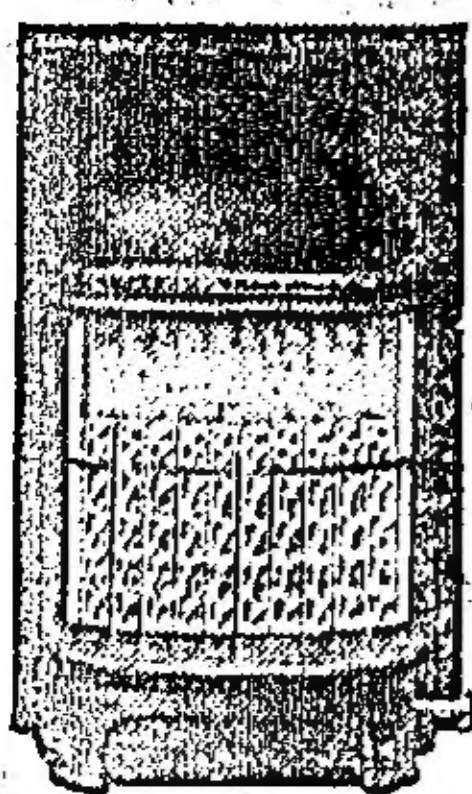
"Caradoc" swim?

Some of these footballers ought to remember that they are playing "Soccer"—not sock 'em!

Many a man who expects to have hotter food when he's married only finds that it's the same old Beeton track.

The brokers' underground premises will not, we hear, be known as the sink of iniquity.

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SHANGHAI DEFENCE.

TEXT OF AMERICA'S NEUTRALITY SCHEME.

Peking, Feb. 7.

The American Legation handed out the following this morning:

"By the direction of the United States Secretary of State, the American Minister has the honour to make the following communication. 'The fate of American interests in the International Settlement of Shanghai during the course of the internecine warfare now unhappily in progress in China is the occasion of great anxiety to the American Government. As a result of the efforts of two generations of Chinese and foreigners in the area, Shanghai has acquired a foremost position among the world's great ports. There are now living in the settlement nearly 4,000 Americans and probably 30,000 foreigners altogether who have made the settlement their home.

'The arrangement for this Settlement is of long standing and was made with the local authorities in China and recognized by the national Government. Huge sums have been invested by Chinese and foreign citizens in municipal and harbour improvements, buildings and attendant paraphernalia for international trade. The settlement is a vital centre of commerce that ramifies throughout China and extends throughout the world.

China's Trade.

"To a supreme degree the interests of Chinese and foreign peoples in Shanghai require that order shall prevail. It is a port through which passes 40 per cent. of China's trade upon which millions of Chinese depend for a livelihood. From the earliest days the interests of nations in the international settlement have prospered in times of peace and suffered when there has been strife in the region surrounding Shanghai or in the country at large.

"In order at least to minimize as much as possible injury to persons and property, both Chinese and foreign living in this port, it has been a uniform policy of foreign residents and their Governments to keep the settlement aloof from factional disturbances and, as far as it could be accomplished, rigorously prevent it being utilized by any faction.

"Co-operation of the authorities controlling Kiangsu in carrying out this policy has been asked and received and has been remarkably successful. In recalling these facts to the Chinese military commanders the American Government is confident that they will lend their sincere support to the proposal now made that the international settlement at Shanghai should be excluded from the area of armed conflict so that Americans and other foreigners may receive adequate protection.

"The American Government will be ready on its part to become a party to friendly and orderly negotiations properly instituted and conducted, regarding the future status of the settlement."

Willing to Negotiate.

The following message from Washington, D. C. was received by the China Weekly Review from its Washington correspondent, Mr. Jack Underwood:

Washington, Feb. 7.—In reference to Secretary Kellogg's proposal for the neutralization of the Shanghai area, the State Department issued a statement to-day declaring that if the Chinese factions are agreeable to Secretary Kellogg's proposal, that "America will be ready on its part to become a party to friendly and orderly negotiations properly instituted and conducted to determine the future status of the Shanghai International Settlement."

The State Department has now made public the proposal which was transmitted to Chang Tso-lin, Chiang Kai-shek and Sun Chuan-fang simultaneously, asking the contending factions to agree to the

CASE DROPPED.

ALLEGED ROBBERS NOT IDENTIFIED.

On the grounds that the witnesses for the prosecution failed to identify the prisoners, the Crown applied for the withdrawal of the charges of armed robbery and receiving stolen property which were preferred against four Chinese before Mr. T. W. Ainsworth at the Kowloon Magistrate's court yesterday afternoon. The case against a woman was, however, proceeded with, the defendant being charged with receiving certain articles of jewellery knowing the same to have been stolen or unlawfully obtained.

Mr. C. A. S. Russ appeared for the first, second and fourth original defendants and Mr. H. J. Armstrong defended the third, the woman being unrepresented.

Sergeant Kennedy said that he had been instructed to withdraw against the four men on account of the insufficient evidence which the Crown could offer. Only one of the witnesses identified one of the prisoners and that was not sufficient to convict the man.

The charges of armed robbery and receiving stolen property were accordingly withdrawn and the defendants acquitted.

In reply to the charge brought against her, the female defendant claimed that the jewellery belonged to her.

Outlining the case against the woman, Sergeant Kennedy said that at 10.20 a.m. on January 25, an armed robbery was committed at No. 9, Chi Wo Street, Yau-mat, by four men, one of whom was armed with a revolver and another with a dagger. They bound and gagged the inmates and stole property to the value of \$348.

Part of the goods belonged to the principal tenant's sister who left a box of jewellery in her custody.

Two days later the Police received information in consequence of which three houses were raided and eight persons arrested. The defendant was found at No. 17, Austin Road, where part of the stolen property was found in a box under a bed in her cubicle.

After hearing the evidence, his Worship passed sentence of six months' imprisonment.

PRES. HARDING.

A TERRIBLE EXPERIENCE.

New York, Feb. 11.

The liner President Harding was docked this afternoon, six days late, after what the Captain described as the worst trip in his forty years at sea. He said that from the time he left Cherbourg, the ship was battered by a hundred mile an hour gale and monstrous waves until the rivets loosened, starting a leak in the oil tanks, which gradually emptied. Lights went out, the engines died down, and all heating went out of commission. Still the great seas dashed the liner's sides. Immigrant passengers were frightened and melted and prayed. All available wood, including boxes, crates and hatch covers were chopped up and burned to cook meals before the liner was towed to Halifax.—*Reuter's American Service.*

neutralization of the Shanghai district in order to obviate the possibility of endangering the American and other foreign residents of the city.

Secretary Kellogg's proposal was transmitted to Marshal Chang Tso-lin by the American Minister Mr. MacMurray, to Mr. Eugene Chen by the American Consul Mr. Lockhart at Hankow and to Marshal Sun Chuan-fang by the American Consul Mr. J. K. Davis at Nanking.

The State Department was prompted in taking this action by message from Mr. Gauss, American Consul-General at Shanghai, stating that the welfare of the American residents at Shanghai was a source of great anxiety.

WATER SUPPLY.

DETAILS OF AMOUNT IN STORAGE.

There were 1,403.71 million gallons of water in storage in reservoirs on the Island and 346.10 in Kowloon reservoirs on February 1st, according to the report of the Water Authority just issued.

Of the 1,400 million gallons, no less than 915.42 is contained in Tytam Tuk, Tytam has 259.44 million gallons and Tytam Intermediate 195.90. The last mentioned is the only reservoir which is level with overflow, all the others being well below. A year ago there was 1,017.60 million gallons of water in storage, nearly 400 million gallons less than at the present time.

The consumption during January, was 226.94 million gallons, as against 218.40 for the corresponding month of last year. On an estimated population of 403,480, this gives a consumption per head per day of 17.9 gallons. The figures for January, 1926, were 398,160 estimated population, and 17.6 gallons per head per day consumed.

There were intermittent supplies in various rider main districts both in January of last year and this. The Kowloon reservoirs contain 346.10 million gallons of water as against 200.74 on February 1st, 1926. The consumption on the Peninsula for January was 75.92 million gallons, which for an estimated population of 153,520, gives the consumption per head per day as 15.4 gallons. In January of last year the consumption was 70.17 million gallons, the estimated population 153,520 and the consumption per head per day 14.7 gallons. There was a full supply in all districts both years.

The total rainfall during January is given as 0.31 inches as against 0.22 inches in January of 1926.

FRANCE'S ATTITUDE.

TO INTERFERE AS LITTLE AS POSSIBLE.

Paris, Feb. 11.

In the Chamber, replying to an interpellation by the Communist M. Cachin, in regard to China, M. Briand declared it was inopportune at present to discuss the questions raised by M. Cachin with regard to France's attitude as to whether it was disposed to renounce its privileges in China. M. Briand declared that France had hitherto made a rule for herself to observe the strictest neutrality, and her moral position in China at present was excellent. If China was evolving in the direction of new ideas in regard to concessions, France would not oppose her legitimate aspirations, and if French nationals were out of harm's way, France would not have to consider any military operation.

M. Briand emphasised the "broadly liberal attitude of England in the present conflict" and added: "We by no means want to place any obstacles in the way of the independence of the Chinese people and its evolution towards modern organisation. The best thing is to interfere as little as possible in the internal disturbance in China.—*Reuter.*

HANKOW MIXED COURT.

ABOLISHED BY ORDER OF POLITICAL BUREAU.

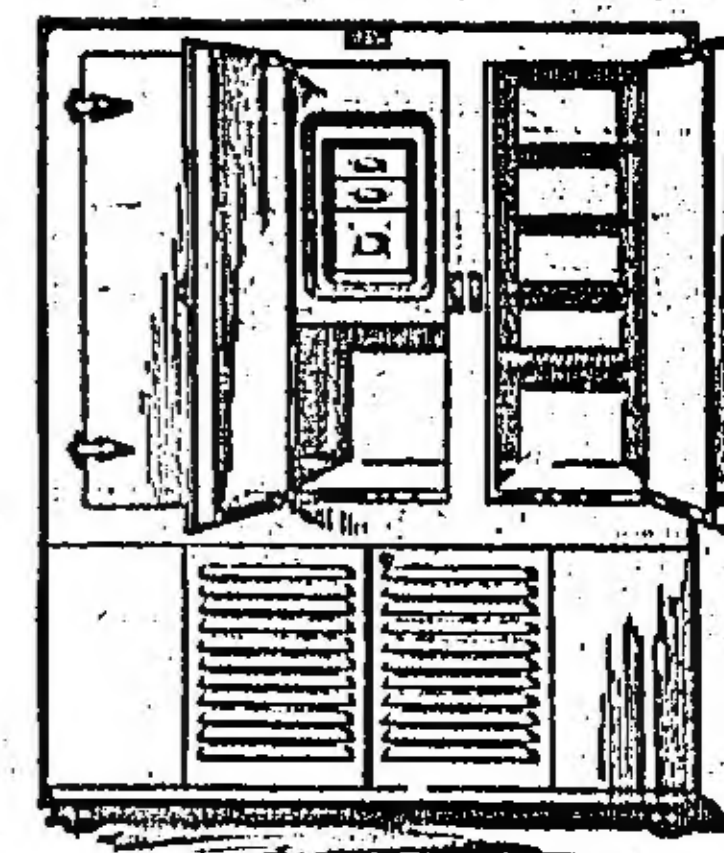
Shanghai, Feb. 11.

A message from Hankow dated the 9th states that the Commissioner of Foreign Affairs notified the Consulates to-day that the Political Bureau had ordered that no more hearings of cases on behalf of foreign plaintiffs will be heard before the Mixed Court.

All foreign claims in future must be heard before the Chinese city magistrate without a consular official being permitted to attend in the capacity of assessor.—*Reuter.*

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An Artist, specialises in creating articles of beauty from Donnison's goods in a range of our

DENNISON DEPARTMENT

You can learn to make beautiful boudoir lamps, sand trays, flower vases, and much more from paper rope. Other arts include the use of sealing wax, costume designing, flower making.

LESSONS WITHOUT CHARGE

Come in—every courtesy and accommodation will be extended to you without obligation to purchase.

Call or send us your name and address to enable us to advise you of additions to this Department and of prize competitions that will be held.

DER. A. WING & CO., (1923) LTD.
80, Des Voeux Road, Central.

SALESMAN SAM

All Aboard

By Swan



Teething troubles

Because SCOTT'S Emulsion contains 44% of pure cod liver oil and lime salts for bone formation, it prevents teething troubles, rickets and soft bones. Ask for genuine SCOTT'S EMULSION

ON TO CALIFORNIA
AFTER SENDING GUZZ A TELEGRAM TELLING HIM HE WAS THROUGH TO HOLLYWOOD, CALIFORNIA, TO CALL ON HIS RICH UNCLE AND ASK FOR HELP

I'VE ONLY GOT \$25, BUT I'LL TAKE ME ON FAR AS CHICAGO—I'LL WORK MY WAY FROM THERE ON—
SAY MISTER—GIMME A DIME WILL YA?
HAVEN'T TASTED GOOD FOR A WEEK
FORGET IT—

WON'T MULLY FEEL SORRY SHE DUN'T MARRY ME NOW—I'LL BET SHE'S CRYING HER EYES OUT—
AND HOW CAN GUZZ RUN TH' STORE WITHOUT ME—HE'LL FAIL IN BUSINESS SURE NOW—OH WELL, THAT'S HIS HARD LUCK
STILL HAS TH' SAME OLD TASTE

GIMME A TICKET TO CHICAGO
NOTHIN' DOIN' BUT I'LL SELL YOU ONE
TICKETS

AND HOW CAN GUZZ RUN TH' STORE WITHOUT ME—HE'LL FAIL IN BUSINESS SURE NOW—OH WELL, THAT'S HIS HARD LUCK
STILL HAS TH' SAME OLD TASTE

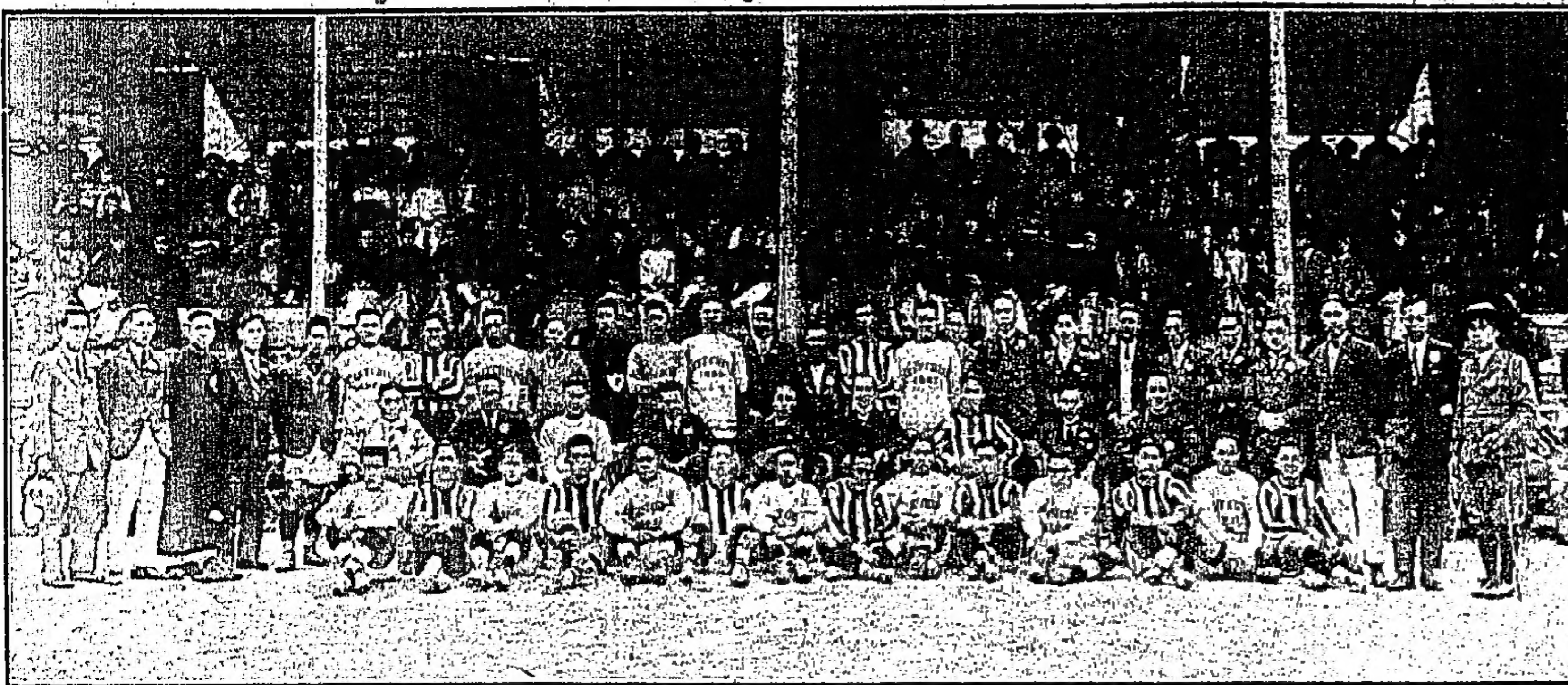
©1926 BY WEA SERVICE, INC.

Interport Football Pictures.

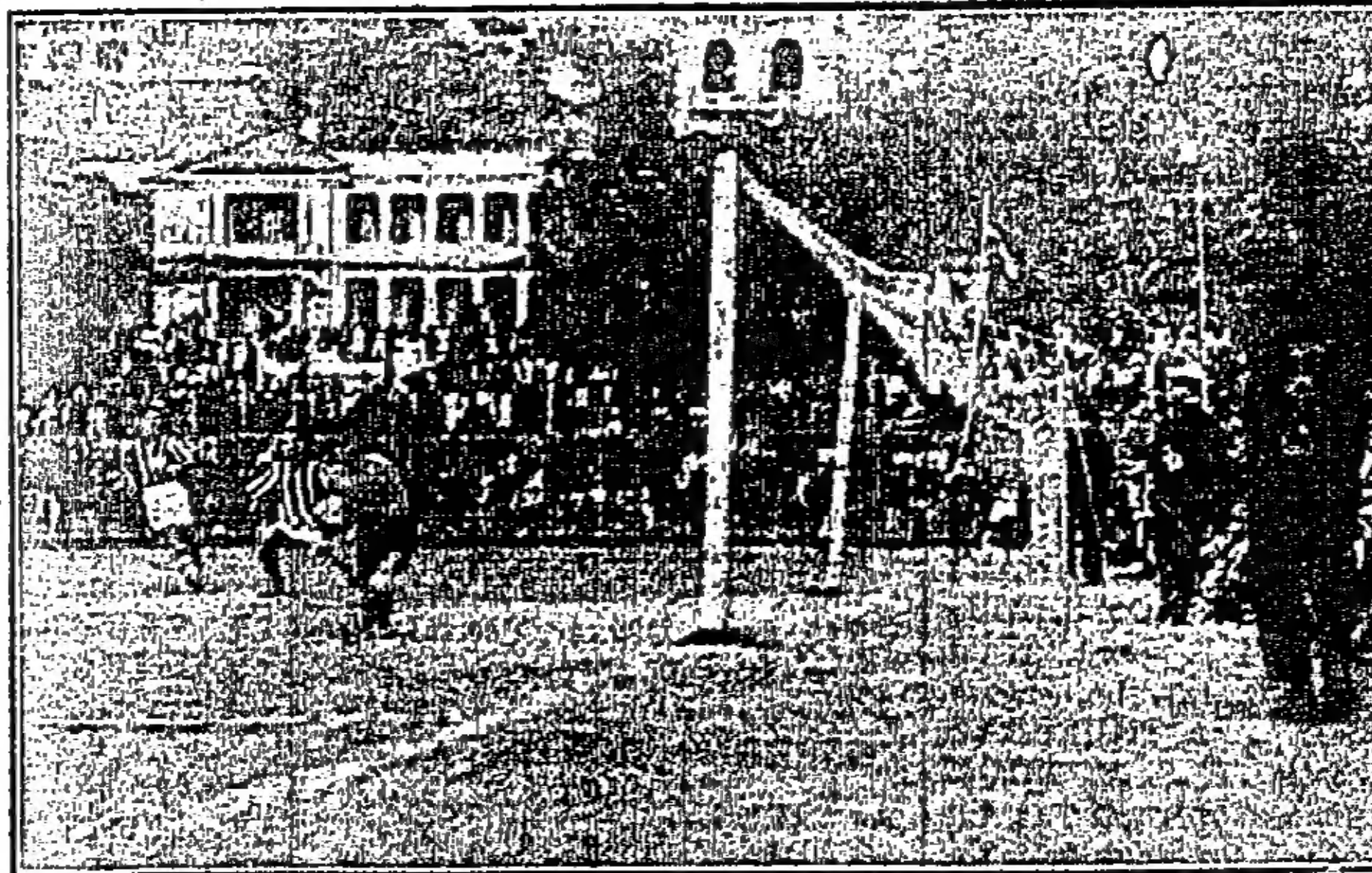
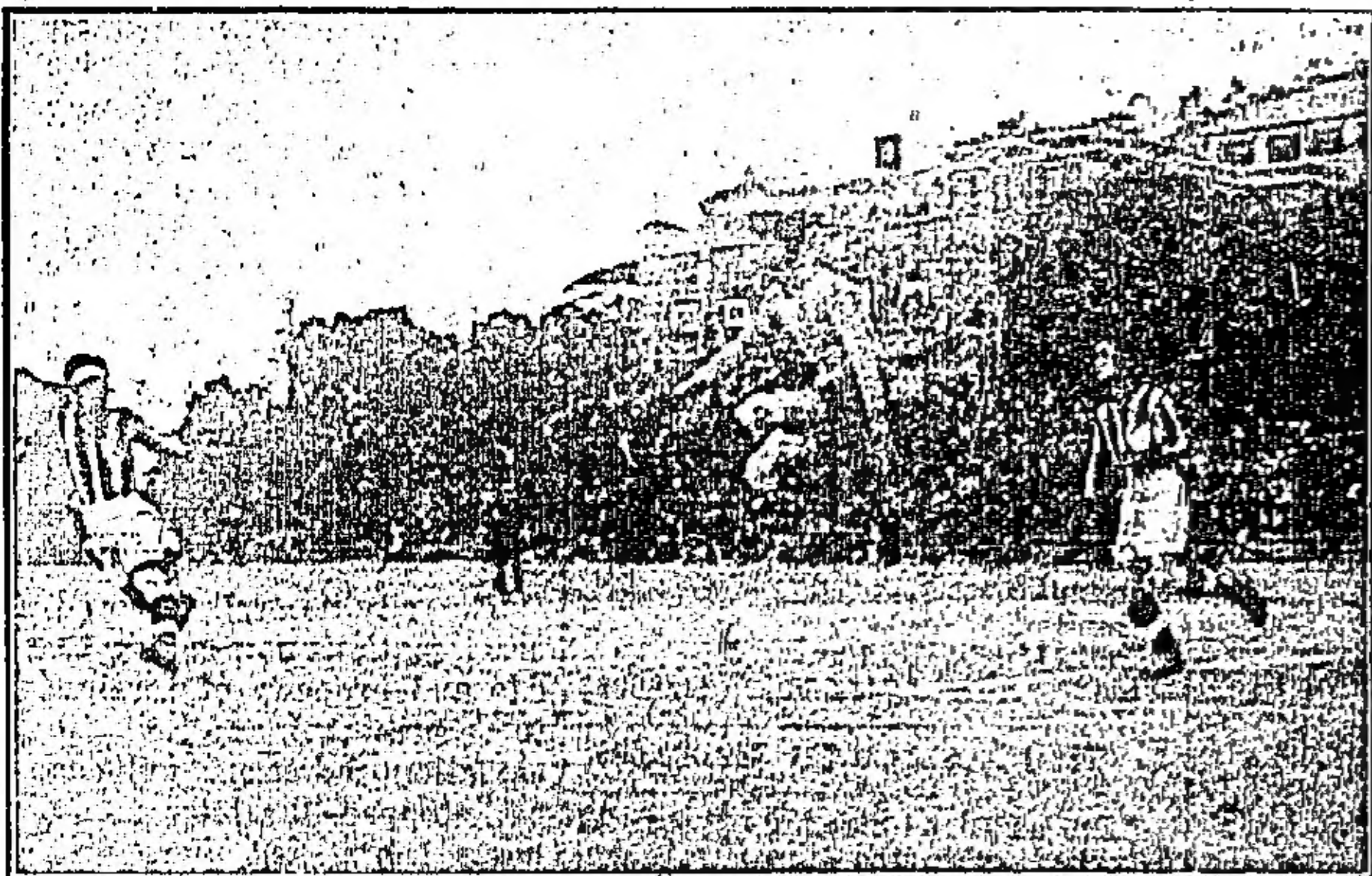
(Photos by Ming Yuen Studio).



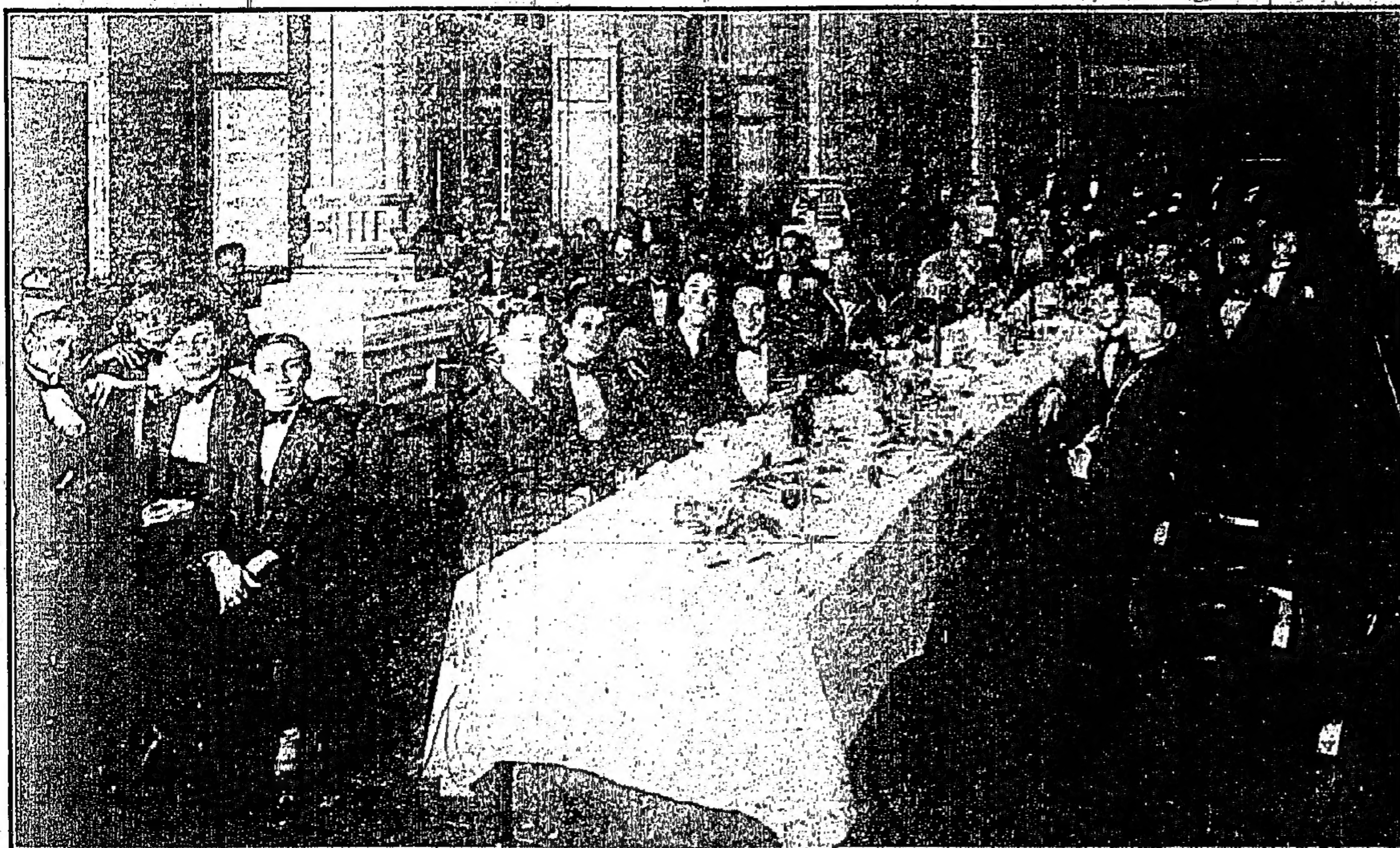
These two pictures were taken at the Interport game between Hongkong and Shanghai, won by the former. On the left, the Shanghai goalie is seen tipping the ball over the bar from Gosano, whilst on the right, the Hongkong custodian is seen diverting a hot shot.



The above group shows players and officials in the match between Eastern China and Southern China, won easily by the latter.



Two snapshots in the Chinese Interport match, showing, left, the South China goalie making a clearance kick, and, right, the same player handling when close pressed.



The Interport football dinner, held at the Hotel Savoy. On right, at back, are seen the Hongkong and Shanghai flags.

Rather than carry our Surplus Stock of
WOOLLIES and PULL-OVERS

through the summer season, we are offering
all we have left at

HALF PRICE

From Monday, Feb. 14th. to Saturday, Feb. 19th.

MACKINTOSH
& Co., Ltd.

MEN'S WEAR SPECIALISTS
Alexandra Building. Des Voeux Road.

DON'T NEGLECT THAT COLD!

Try a bottle of our special —

COUGH LINCTUS

Gives immediate relief.

Prepared only by

THE COLONIAL DISPENSARY

14, Queen's Road, Central. Tel. C. 1788.

QUINCIN

The RAPID Cure for "COLD IN THE HEAD"
INFLUENZA, CATARRH Etc.,

Sudden changes in the weather render us extremely liable to the contraction of Colds through chills, but the prompt action of QUINCIN very effectively breaks up the incipient cold and thus wards off more serious complaints. Keep a bottle handy for an occasional dose helps you to resist the germs of COLDS, CATARRH INFLUENZA, HAY FEVER, and other infectious diseases.

THE PHARMACY (Fletcher & Co., Ltd.)

ASIATIC BUILDING. 22, Queen's Road Central. Telephone 346.

ROYAL & CO.

The Leading Shoemakers
Established 15 Years.
All styles made to order.
Dancing Shoes a Speciality.

New Leathers Just Arrived
Shoes re-covered in all
colours, fabrics and leathers

No. 1, D'Aguiar Street,

Telephone C. 3237



SANITARY GOODS, BUILDERS' MATERIALS & HARDWARE.

A very large selection of the above goods stocked by us.
Expert workmen for every kind of Sanitary Engineering.

GAY KEE

SANITARY ENGINEERS.

Stephen's Building, 80, Des Voeux Road, Central.
TELEPHONE C. 5503.

WHITEAWAYS

After Stocktaking Sale
FURTHER REDUCTIONS

For

SECOND WEEK

Monday Feb. 14th to Saturday Feb. 19th

A special offer in "Viyella"

2700 yds. Striped Viyella. Good designs in ordinary,
tropical and taffeta weight. 31 inches wide

Special Price
for this week **\$1.75** yard

Further Blue Ticket Bargains.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

The Hongkong Telegraph

1-5 Wyndham Street, Hongkong.
Every afternoon except Sunday.
Annual Subscription H.K. \$36.00
Outports..... 45.20
Foreign Countries..... 50.40
For advertising rates apply to the Manager.

Cable Address:
"TELEGRAPH" HONGKONG.
CODES:—A. B. C. 5th Edition
Bentley, Western Union.
Telephone C No. 1.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are a waiting collection:—

132, 1342, 1397, 1441, 1444,
1456, 1462, 1453, 1512, 1516,
1, 25, 32, 38, 72, 80, 83,
101, 102, 118, 139, 166

PREMISES TO LET.

TO LET.—55, Kennedy Road. Apply Young, Tel. C.906 and C.551.

TO LET.—One European Flat, Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—From 1st April furnished flat at the Peak. Apply Property Office Jardine, Matheson & Co., Ltd.

TO BE LET.—Furnished house, on The Peak. All modern conveniences. Apply Box No. 167, care of "Hongkong Telegraph."

TO LET.—No. 3, King's Park Buildings, Austin Road, Kowloon. Modern conveniences. Apply to The Union Trading Co., Ltd., Prince's Buildings.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—European House, 4, VICTORIA VIEW, KOWLOON, near New Kowloon Hotel, three minutes from ferry. Apply Tung Tak Co., China Buildings, 6th floor. Tel. C.4926.

TO LET.—"Stowford No. 2," 46, Bonham Road, three stories, six rooms, five bath rooms, kitchen, servants' quarters, recently repaired and renovated. Apply DEACONS, Prince's Building.

TO LET.—Prat Building, 1st March, 8 roomed top FLAT recently renovated. Geyser, flush, enclosed verandah, servants' quarters and all conveniences. Apply Box No. 170, care of "Hongkong."

TO LET.—"No. 2 North View," North Point, five roomed bungalow, two bath rooms, servants' quarters, and recently extensively repaired. Apply DEACONS, Prince's Building.

TO LET.—SHIPPING OFFICES in Connaught Road Central, Nos. 16, 18 & 19, Ground Floor; Nos. 16, 17 & 18, First Floor; No. 16, Second Floor. Please apply S. K. Trust Ltd., 29, Connaught Road, Central.

TO LET.—Furnished, March for 12 months, a very desirable four roomed top flat, all modern conveniences, good kitchen and servants' quarters. Apply 5B, Armand Buildings, Kimberly Road, Kowloon. Tel. K.60.

FLATS, three, four and five roomed, modern bathroom, flush, etc. Also one two roomed and one three roomed bungalow on way to Repulse Bay and Fanling respectively for rent or sale on easy terms. Small Investor's Tel. C.4630.

TO LET.—At moderate rental, Two semi-detached houses on Inland Lot 2425, Rutton Road, Each comprises a basement and two floors above and contains Dining and Drawing Rooms, Three Bed rooms and two Bath rooms; The Basement contains Garage, Kitchen and two Servants' rooms. Flushed Drainage provided. Apply 14 Tse Fong, Bank of East Asia.

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet Apartments and suites of rooms. Full Board from \$95, \$110, \$130 monthly. Large commodious rooms, also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

TUITION.

ENGLISH LADY, experienced teacher, with knowledge of Chinese, has vacancy for pupil from 9.30 to 10.30 each morning. Advanced or elementary English. Would be willing to form class of two or three pupils. Particulars from Box No. 164, care of "Hongkong Telegraph."

SITUATIONS VACANT.

WANTED.—Reliable man capable of taking charge of Mineral Water Bottling Plants. Good salary to right man. Must have references. Address Isuan, Inc., Manila, P.I. P.O. Box No. 1851.

BLIND HOME.

Kowloon City Road

KOWLOON.

Come and See our 47 Blind Girls at Work and Hear Them Sing. (Hours 10 to 12 a.m., 2 to 4 p.m.) They knit Socks, Shawls, Jersey Suits, Cardigans, Jumpers, Etc.
Daintily Dressed Dolls \$2.50 each. Ladies' Own Wool or Silk knitted to Order 30 cents to \$1.00 per oz.

K. BESWICK,

Superintendent,
20 Minutes from Star Ferry
by No. 3 Bus.
Telephone: K.101.

FOR SALE.

FOR SALE.—English Perambulator, little used, in excellent condition \$45. please apply to Box No. 168, care of "Hongkong Telegraph."

FOR SALE.—Singer 10/26 H.P. four seater 1926 Model. Condition as new. Owner left Colony. Complete with Cushion covers \$1700. Apply Box No. 165, "Hongkong Telegraph."

FOR SALE.—A h.p. Triumph (S.D. Model) and Montgomery sports sidecar, excellent condition and mechanically perfect. Apply Box No. 169, care of "Hongkong Telegraph."

THE HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND SEVENTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 4A, Des Voeux Road, on TUESDAY, 22nd FEBRUARY, 1927, at Noon for the purpose of receiving a report of the Directors, together with a Statement of Accounts, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be closed from WEDNESDAY, 9th FEBRUARY, 1927, to TUESDAY, 22nd FEBRUARY, 1927, both days inclusive, during which Period No Transfer of Shares can be registered.

By Order,
of the Board of Directors,

JOHN ARNOLD,
Secretary.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held at City Hall, Hongkong, on Saturday, the 26th February, 1927, at noon, for the purpose of receiving the Report of the Court of Directors together with a statement of accounts for the year ending 31st December, 1926.

The Register of Shares of the Corporation will be CLOSED from Monday, the 14th February to Saturday, the 26th February, 1927, (both days inclusive) during which period no transfer of share can be registered.

By Order
of the Court of Directors.

A. H. BARLOW,
Chief Manager.
Hongkong, 7th February, 1927.

NEW ADVERTISEMENTS.

ST. STEPHEN'S COLLEGE.

PROSPECT PLACE, BONHAM ROAD.

School will reopen on February 19th. Entrance Examination for New Students on Friday, February 18th, at 9.30 a.m. For Prospectus for Boarders and Day boys, apply—

ST. STEPHEN'S COLLEGE,
Prospect Place.

THE HONGKONG BENEVOLENT SOCIETY.

THE 37TH ANNUAL MEETING.

Of the above Society. Will be held in the City Hall, on Wednesday, 23rd February, at 12 o'clock, (Noon).
Chairman: Hon. Sir H. E. POLLOCK, K.C.,
Mrs. J. H. Hunt,
Secretary.

CYMRIDHAS DEWI SANT (HONGKONG).

(ST. DAVID'S SOCIETY, HONGKONG.)

The Annual Dinner of the Society will take place at the Hotel Savoy on Tuesday, March 1st, 1927, at 7.45 p.m. Tickets \$5.00 each. Members are invited to attend and bring guests, and are requested to inform the undersigned as soon as possible of the number names and addresses of their guests, and to forward at the same time the cost of the tickets.

G. S. HUGH-JONES,
Hon. Secretary,
9, Queen's Road C.

THEATRE ROYAL.

FIFTH ANNUAL DANCING DISPLAY

By Miss Violet Capell and her Pupils.

Under the distinguished patronage of His Excellency the Governor SIR CECIL CLEMENTI, K.C.M.G. Part of the proceeds to be given to THE LONDON HOSPITAL.
To be held on—Wednesday, 23rd February, at 5.15 p.m.
Saturday, 26th February, at 1.15 p.m.
Monday, 28th February, at 5.15 p.m.
Advanced tickets may be exchanged at ANDERSON'S, as from 14th February.
Dress Circle \$3.00 Stalls \$3.00.
Pit stalls and Pit \$2.00 & \$1.00.
Children, Half Price, to Matinee only.

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FORTIETH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on THURSDAY, February 24th, 1927, at NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ended December 31st, 1926.
THE TRANSFER BOOKS of the Company will be CLOSED from Monday, February 14th, 1927, to Thursday, February 24th, 1927, BOTH DAYS INCLUSIVE.

By Order

of the Board of Directors,
F. H. CRAPNELL,
Acting Secretary.
Hongkong, February 5th, 1927.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

The undermentioned Certificates for Shares in this Company have been declared LOST and if at the expiration of ONE MONTH from the date hereof the documents are not forthcoming the said Certificates will be deemed CANCELLED and of no effect and new Certificates will be issued by the Company.

Certificate No. 1639—100 Shares
Nos. 58710/58809.

Certificate No. 2748—150 Shares
Nos. 149756/149905.

Certificate No. 58—83 Shares
Nos. 154006/154088.

All in the name of Mrs. Yeung Kwai Shim.

FOR THE HONGKONG ROPE MANUFACTURING CO., LTD.,
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 11th Feb. 1927.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,

the 14th February, 1927,
commencing at 2.45 p.m.

At No. 2, Waverley Terrace (Hongkong & Whampoa Dock Co., Ltd.) Hungnam.

A Quantity of Valuable Household Furniture.

(Property of the late Mr. A. A. Bolton.)

Catalogues will be issued.

On View from Sunday, the 13th February, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on THURSDAY,

the 17th February, 1927,
commencing at 2.45 p.m.

At No. 36, Nathan Road (Ground floor), Kowloon.

A Quantity of Valuable Household Furniture.

(Full particulars from catalogue.)

On view from Wednesday, the 16th February, 1927.

Catalogues will be issued.

Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road, Tram Station. Sunday Service: at 11.15 a.m. Subject: "Soul." Wednesday: Evening Meeting at 5.30 p.m. Reading Room at above address open: Tuesday and Friday: 10 a.m. to 12 noon. Monday and Thursday: 5 to 7 p.m. The Public is cordially invited to attend the Services and visit the Reading Room.

St. John's Cathedral, Hongkong, February 13th, 1927. Septuagesima. Sunday. Holy Communion, 8 a.m., choral; Matins, 11 a.m. Preacher: Rev. R. Cannell; Evensong, 6 p.m. Preacher: Rev. F. Yates, C.F.; Wednesday, 16th Dedication of Re-Constructed Organ at 5.45 p.m. Organ Recital, Friday 18th at 5.45 p.m.

HONGKONG HORTICULTURAL SOCIETY.

The Annual Show of Flowers and Vegetables will be held at Volunteer Headquarters on Thursday, 10th March, 1927.

Entries will definitely close at 1 p.m. on Monday, 28th February, 1927, at the Hon. Secretary's Office, but intending Exhibitors are requested to SEND IN THEIR ENTRIES AS EARLY AS POSSIBLE.

Schedules are being prepared and will be sent to all members who have paid their subscription for the current year.

Members who have not yet paid their subscription and ALL THOSE who wish to join the SOCIETY are requested to send \$5 immediately to the Hon. Secretary, Mr. E. B. C. HORNELL, care of Messrs. Jardine, Matheson & Co., Ltd., Hongkong, 9th Feb. 1927.

Pawtucket, R.I., Jan. 19.—America's oldest cotton mill may soon be transformed into a museum. The mill, erected in 1791 as the first of its kind in the country, will house relics of the textile industry if plans of Rhode Island industrialists are put into effect.

Already, \$23,000 of the \$25,000 fund required for the project has been subscribed under direction of Charles Dexter, president of the Old Slater Mill Association. Details of the plan have been submitted to Henry Ford, who has shown keen interest in New England's historic features. The mill, founded 130 years ago by Samuel Slater, is located on North Main street, overlooking the Pawtucket River.

CHINA AUCTION ROOMS.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGES.

MR. E. V. M. R. DE SOUSA

has received instructions to sell

by

PUBLIC AUCTION

on FRIDAY,

the 18th day of February, 1927, at 3 o'clock in the afternoon at the China Auction Rooms, Duddell Street, Victoria, Hongkong.

The Very Valuable Leasehold Property,

situate at Queen's Road, West, Victoria aforesaid and registered in the Land Office as The Remaining portion of Sub-section Two of Section B of Inland Lot No. 834.

IN ONE LOT.

The property consists of the newly erected restaurant intended to be used by the Chung Kwok Restaurant.

The area of the property is 14,652 square feet or thereabouts and the Crown Rent payable in respect thereof is \$37.16 per annum.

For further particulars and conditions of sale apply to

MESSRS. DEACONS,

1, Des Voeux Road, Central,

Vendor's Solicitors,

or to

MR. E. V. M. R. DE SOUSA,
The Auctioneer.
Hongkong, Jan. 22, 1927.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:—

Banks.
Hongkong, \$1,090/5 sa.
Chartered, Bank, \$21 n.
Mercantile A. & B., \$32 n.
Mercantile C., \$13 n.
P. and O., \$21 n.
East Asia, \$84 n.
Marine Ins.
Canton Ins., \$555 b.
China Underwriters, \$90 b.
North China, Tls. 145 n.
Union Ins., \$285 b.
Yanktsze Ins., \$40 n.
Fire Ins.
China Fire, \$200 b.
Hongkong Fire, \$615 b.
Shipping.
Douglas, \$30 b.
Steamboats, \$234 b.
Tugs, \$110 n.
Indo-Chinas, (Prof.) \$30 b.
Shell Trans., \$81 b.
Star Ferries, \$55 b.
Waterboats, \$143 n.
Refineries.
China Sugars, \$22 n.
Malabons, \$34 n.
Mining.
Bonguets, \$130 n.
Kailans, \$3/- n.
Langkats, Tls. 25 n.
S'hai Exploration, Tls. 4.50 n.
Shanghai Loans, Tls. 8.00 n.
Raubs, \$31 n.
Tronahs, 21/- b.
Ural Caspian, 8/- n.
Docks, etc.
Kowloon Wharves, \$112 1/2 b.
Whampoa Docks, \$40 n.
Hongkows, Tls. 165 n.
New Engineering, Tls. 5 n.
Shanghai Docks Tls. 101 b.
Lands, Hotels, etc.
H. and B. Hotels, \$7 1/2 sa.
H.K. Lands, \$57 1/2 n.
Royalty, \$52 b.
Territories, \$24 b.
Humphreys, \$13.60 b.
Princes Bldgs, \$89 n.
Rural Lands, \$15 n.
Cottons.
Ewos Cottons, Tls. 8 1/2 n.
Orientals, Tls. 24 n.
S'hai Cottons, Tls. 53 1/2 sa.
Buses, Trams.
China Buses, Tls. 9 1/2 b.
Tramways, \$22 1/2 b.
Peak Trams, (old) \$15 1/2 b.
S'hai Trams 13/- sa.
Taxis, \$1 sa.
Miscellaneous.
Amusements, \$17.50 b.
Canton Ices, \$5 n.
Comments (Comb.) \$8 b.
China Lights, \$14 1/2 b.
China Prov., \$52 b.
Constructions, \$2.10 b.
Dairy Farms, \$17 1/2 b.
Dar A. Wing, \$6 n.
H'kong Electric, \$59 sa.
Macao Electric, \$35 sa.
Ropes (Old) \$10 sa.
Lane Crawford, \$8 n.
Mackintosh, \$19 1/2 n.
Sinceros, \$9 1/2 sa.
United Asbestos, \$20 n.
Watsons' \$12 1/2 b.
Powells, \$6 n.

HANKOW PLAN.

(Continued From Page 1.)

"UNEQUAL TREATIES"

"There will be courses, too, in Western revolutionary movements, intensive courses in the fundamentals of sociology and economics. Out of this will grow a course in the details of the unequal treaties and the abnormal economic and political relations of China with the rest of the world resulting from them. The exploitation of China during the past eighty years under the terms of these treaties will be the subject of another course.

There will be a survey of modern constitutions, generally, and a course on the "Five Power" Constitution. The students will be told something of the judicial reforms: now going forward in China and there will be courses in the women's movements, the peasant, workers, merchants and youth movements. There will be special emphasis on the course in the women's movement because it is hoped, in the new school, to develop leaders for that movement throughout China.

SPECIAL LECTURES.

A final item on the list is "special lectures". Under this heading considerable latitude is left, in which Mrs. Sun expects to find opportunity to work out some special ideas about the things which she believes should be brought home to the women of China.

"I expect to hear much criticism about this," she said, "but I want to develop some women who can go to the women of China and teach them the fundamentals of home sanitation. Nothing is more needed in the interior, as I have had occasion to find out recently in my overland trip with the Nationalist Government officials across Kiangsi."

The school will be a mere nucleus for what, it is hoped, will be a very large institution in coming years. The women's movement, Mrs. Sun, considers, is just beginning in China. The women of China, she believes, must get into step with the modern march, of modern-minded men.

BANK RETURNS.

THE FIGURES FOR JANUARY.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st January, 1927, as certified by the Managers of the respective banks are:

Chartered Bank of India, Australia and China, \$16,938,444 & \$3,800,000.
Hong Kong and Shanghai Banking Corporation, \$3,948,700 & \$5,700,000.
Mercantile Bank of India Limited, 1,744,568 & 580,000.
Total, \$72,631,721 & \$42,080,000.

* In addition Sterling Securities deposited with the Crown Agents valued at \$1,252,000.

† In addition Securities deposited with the Crown Agents and Straits Government valued at \$3,108,997.

‡ In addition Securities deposited with the Crown Agents valued at \$130,000.

New York.—Heart disease ranks first today among the causes of death, and if nothing is done to check the present situation it will claim as its victims one-fifth of the present population. These were the figures given recently by a physician who has examined thousands of people for a leading insurance company.



If a fellow promises to be faithful to the last, the girl wants to know who the others were.

HONAN UNIONS.

SPRING UP LIKE MUSHROOMS.

HOW THE POOR SUFFER.

The Chengteh correspondent of the Central China Post writes as follows:

The usual thing of the day is "huel" (unions) and they are like mushrooms that spring up in the night. It is to be hoped that they will die in a night. They are giving all hands all kinds of trouble but it is feared that the trouble has only begun. Shops have raised the wages from eight to thirteen dollars but that is easy when one thinks that they have raised the price of every thing; and that they call the putting down the Capitalist, but it seems now to be oppressing the poor as the cost of every thing has increased so.

Labour has also almost doubled and now they all are realizing that it has not paid as all that do not really need to build are not doing so as the cost is so high, and they are finding that many are without work.

PICKETS AD LIB.

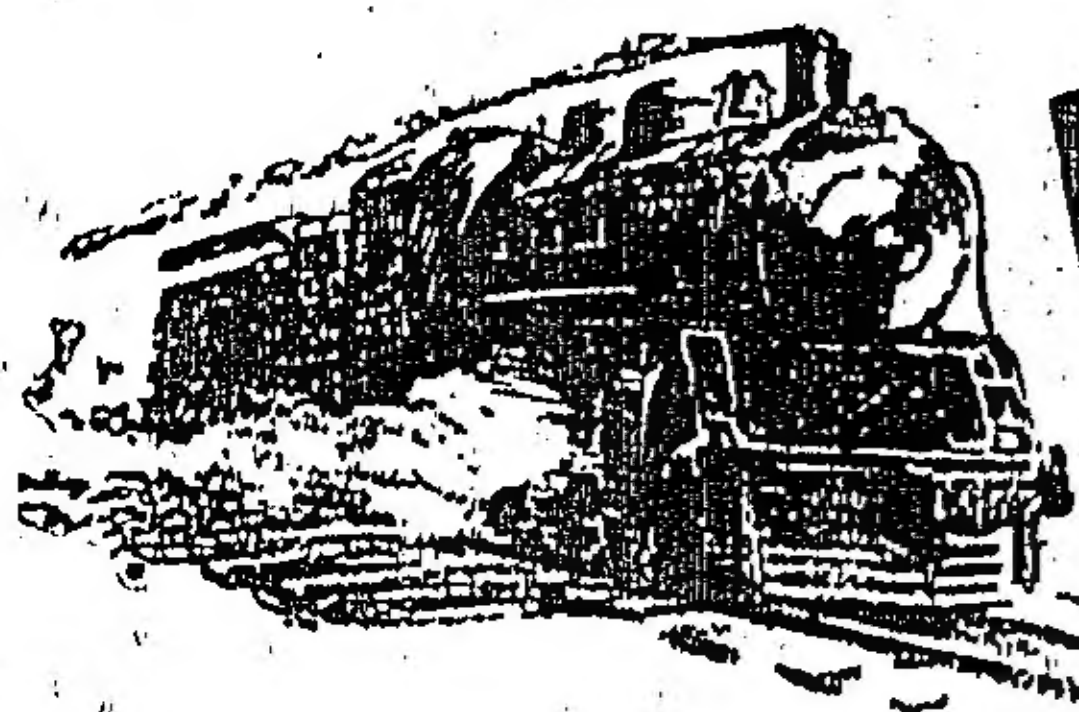
For a while the pickets were seen every day running here and there forcing people into the unions, but as some fights took place and some were killed in the strife it has put a damper on the force and things have improved say one per cent. Many are beginning to see the red light ahead but some feel that there is no way out but to run ahead even though there is danger, as they seemingly feel there is greater danger to stop now.

True the Nationalists are trying to use the people and to union them all in these ways and at the expense of others, but they too are seeing that it will not be all smooth running for them in the future, and as one officer said to me not long ago it was as the proverb says, "Chi' bu hsia puh teh pei." (Hiding the tiger's back and cannot come down). He said that was where Chang Kai-shek was too, and his only salvation was to keep the tiger going for as soon as he stopped it would be death to him. Sad it is to see things going like this but good that some of those in the inner circle is beginning to see what is before them and it is hoped that soon some one will not only have the courage but also the power to take a stand that will mean the salvation of the whole nation.

USUAL PROCLAMATION.

The city is well covered with proclamations now saying that the life and property of foreigners is to be protected, and that the anti-christian movement will have to be stopped, the later is not expected at all but there are signs that the property and lives of the missionaries are not in any danger, at least it is thought by the thinking people that the danger of life is past. Of course, if any trouble broke out with other nations there would be all kinds of trouble for us in the inland. The foreign community both missionary and business have been presented with a letter from the "Foreign Labour Union

SEE CANADA

VIA
THE NEW ROUTECANADIAN
NATIONAL
RAILWAYS

The Canadian National Railways, serving principal cities in Canada from the Pacific to Atlantic, offers travellers now luxurious trains and choice of several routes by which to view:

Finest Mountain Scenery—Vast Grain Fields—
Magnificent Great Lakes—Famous Niagara Falls—
Picturesque St. Lawrence River.

Travellers for Europe—Secure through booking on any Steamship Line and via any Atlantic port. Stop-over privileges; every convenience.

Travellers for U.S.A.—Journey part way through Canada without extra cost or loss of time—Close connections made with U.S.A. railway trains.

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SHANGHAI. HONGKONG.

FINDS AT UR.

HOUSES OF TIME OF
ABRAHAM.

Several blocks of houses of the time of Abraham have been excavated by the Joint Expedition of the British Museum and the Museum of the University of Pennsylvania on the site of Ur of the Chaldees.

These throw new light on the lives of the people of 2100-1900 B.C. while a large number of inscribed tablets found are expected to lead to interesting discoveries.

The site selected, says the report issued by the British Museum, was a lofty mound outside the wall built by Nebuchadnezzar around the Sacred Area. Hitherto all excavations had been on temples or fortifications, and though here and there some official residence had come to light, little was learned of the domestic conditions of ordinary people.

An area measuring some 70 yards by 50 has been cleared, laying bare several blocks of houses divided by narrow streets. As they lay deep down in the mound, 20ft. or more below the surface, the walls were astonishingly well preserved. The fronts of the houses were of burnt brick throughout, only the interior walls being of mud brick over burnt brick foundations. In their main lines the houses conform to one type.

Plundered Graves.

From the street door one passed through a little entrance-chamber into a central court, which, partly open to the sky, acted as a light-well for the surrounding rooms. One side of the court was taken up by the reception room, a long, shallow chamber. On another side was the kitchen, and other domestic offices occupied the remaining space.

Close to the entrance was the door of the staircase; high and narrow like those of modern Arab stairs, which were built of solid brick below and were carried up in wood on their return over the cup-board-like chamber alongside.

Living rooms were all on the upper floor, being entered from a wooden gallery which ran from the stairhead round the four sides of the court.

The whole plan of the building anticipates almost exactly that of the richer houses of modern Baghdad.

The houses had been swept bare of nearly all their contents.

Even the graves—for it was the custom to bury the dead below the house wherein they had lived—had generally been plundered, and yielded little except clay pots and sometimes the signet seal of the householder.

Very large numbers of inscribed tablets were found, however.

From the few which it has as yet been possible to examine at all, it is clear that a most important and interesting series of documents has been secured.

Some are records of the sacred buildings erected at Ur by kings of the dynasties of Isin and Larsa, and others are hymns.

A small figure of a lion in alabaster, the support for a statuette of a god, a diorite head of a ram, and a pretty bottle of blue and black moulded glass, discovered in a Kassite grave of about 1,400 B.C., are among the art objects unearthed.

LONDON'S POLICE.

ARE THEY UNCIVIL?

London, January 1.—"Complaints of police officers' incivility to the public are constantly reaching me, and I believe many are justified, and therefore wish to impress on all officers that there is no possible excuse for incivility."

Thus commences a remarkable memorandum which Brigadier-General Sir William Horwood, Commissioner of the Metropolitan Police, has issued ordering that it should be read on parade for three days and once a month for the next three months.

It adds: "Politeness costs nothing, but impoliteness lowers the standard of the force in the public estimation. Officers dealing with infringements of the motor traffic regulations can easily carry out their duties firmly and civilly."

"I trust there will be no need again to draw attention to the matter, which is essential for good feeling between the public and the police. Lacking this, police duties would be nearly impossible."

"Polite as Possible."

The document came as a bomb-shell to all ranks. One official declared that civility was not such a serious matter as the memorandum suggested. The chief trouble was

LIBERAL'S POLICY.

MR. KEYNES REVEALS NEW
LINES INQUIRY.

Mr. J. M. Keynes, the world-famous economist and thinker, gave a very illuminating address recently on "Liberalism and Industry" at the National Liberal Club.

The subject chosen was especially interesting because of the Liberal Industrial Inquiry which, encouraged by Mr. Lloyd George, is being undertaken by the Liberal Summer School.

After showing the changes in our industrial system Mr. Keynes pointed out that a party's attitude to the new problem depended on the emphasis given to the twin arms of any industrial policy—Justice and Efficiency.

Liberalism alone could guide the masses to a system of social justice without being blind to the need for efficiency.

The day of the small unit was over. The causes were partly technical and partly the difficulty of marketing.

The coal and cotton trades were going bankrupt owing to their failure to adjust themselves. Recent statistics showed that industry depended on the money provided by a host of small investors of amounts of £3-£400. The unenlightened public owned and salaried officials directed.

Lines of Development.

Mr. Keynes suggested several lines of development along which Government help would be essential.

1. The dissemination of knowledge. In this country the tendency was, to secretiveness, and there was a greater reluctance to pool knowledge than in any other country.

The Government must aim at breaking down this policy of secretiveness.

2. The Government must be prepared for industrial mishaps and be ready with plans to counter them before it was too late.

3. Seeing that industry depended now on the small and uninformed investor, the Government must help the public to invest with knowledge and security and in the right direction. This involved the amendment of company law and fuller publicity of accounts.

4. The encouragement of experiments in new forms of industrial control such as partnerships, etc.

5. The encouragement and regulation of trusts and combines in the right direction and for the general welfare of the public. He believed that in the industrial world of the future trusts, properly regulated, would combine all the advantages of nationalisation and private enterprise.

6. The development of wage standards must be secured by making wages the first charge on industry.

7. The deliberate regulation from the centre of industrial employment. The State must watch where labour is required and make plans for training and transfer from one industry to another.

Co-operation With Labour.

Mr. Keynes concluded by saying that he was prepared to co-operate with labour for these ends, but remaining a Liberal.

The old Liberals were not ready to co-operate with labour on any likely terms. They remained Liberals in respect of what mattered most 50 years ago—in the many fights for freedom. In their attitude to present-day problems they were Conservatives.

If these Liberals captured the party the party would die of inanition within five years.

In everything but Free Trade Mr. Baldwin was one of these old Liberals; but he was Conservative in the sense that he had no vestige of a plan for present-day problems.

The real trouble in the Liberal party was not one of personalities, but due to this difference of outlook.

want of tact. The circular was intended as a reminder that despite modern hustle and the tendency to irritability, the policeman's best assets were courtesy and civility.

Mr. Edward Shortt, the ex-Home Secretary, believes that the police are the most civil men in the whole country. The fault, he says, lies with people who ought to know better not realising that the policeman's duty is for the common good. Short-tempered men and women ought to refrain from making ridiculous complaints.

Sir William Nott Bower, ex-Commissioner of City Police, says that the police are as polite as possible. "They deserve a pat on the back," he adds. "They have most important duties, and they perform them well."

ask him!



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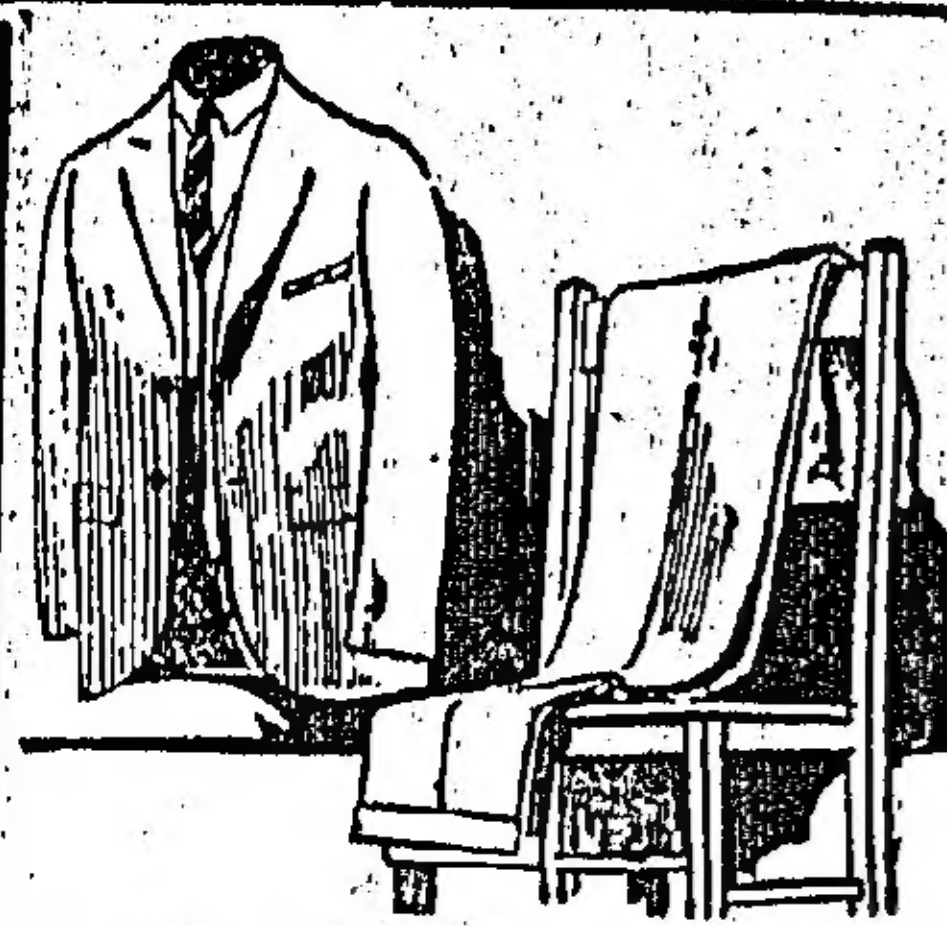
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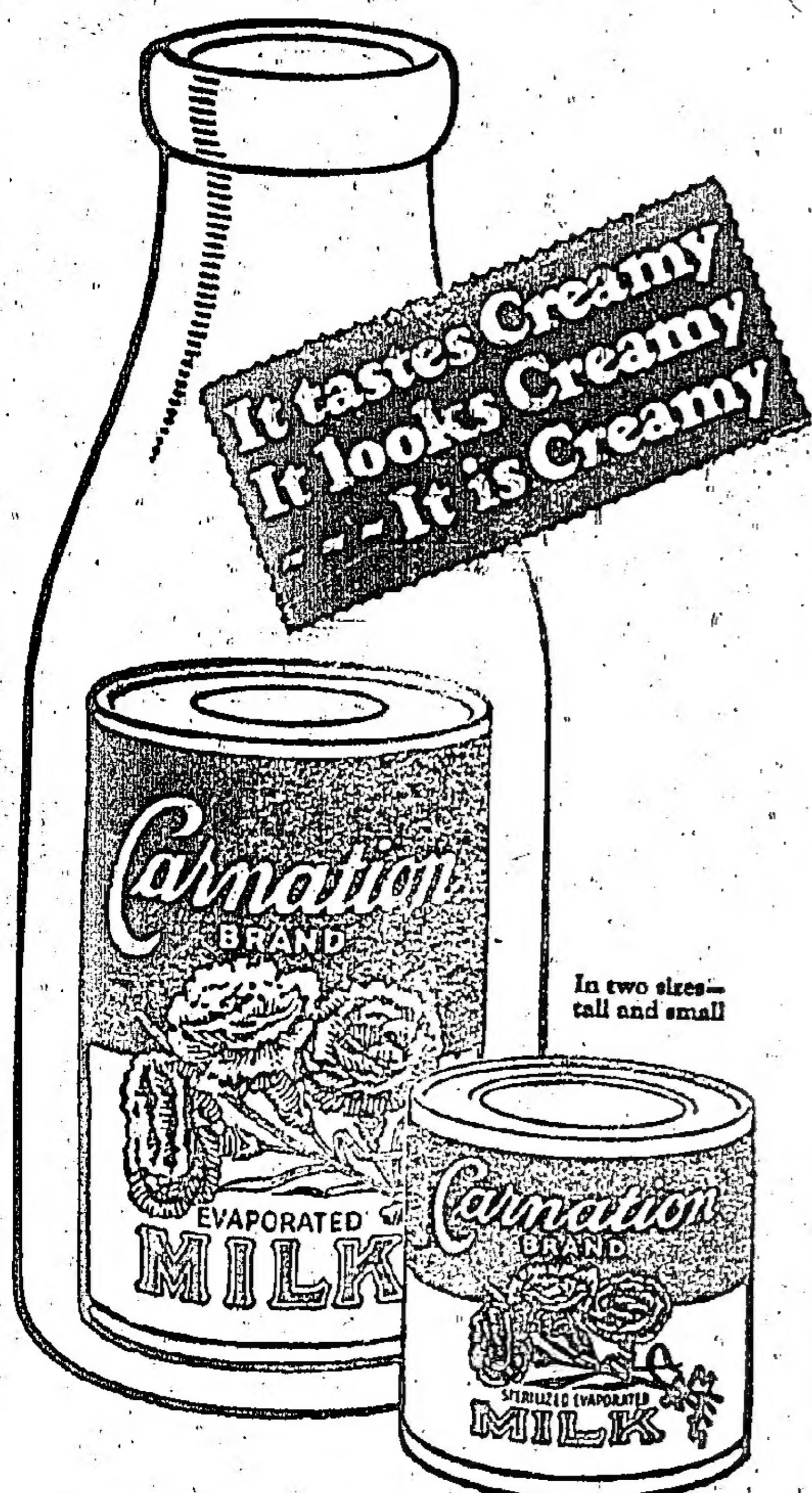
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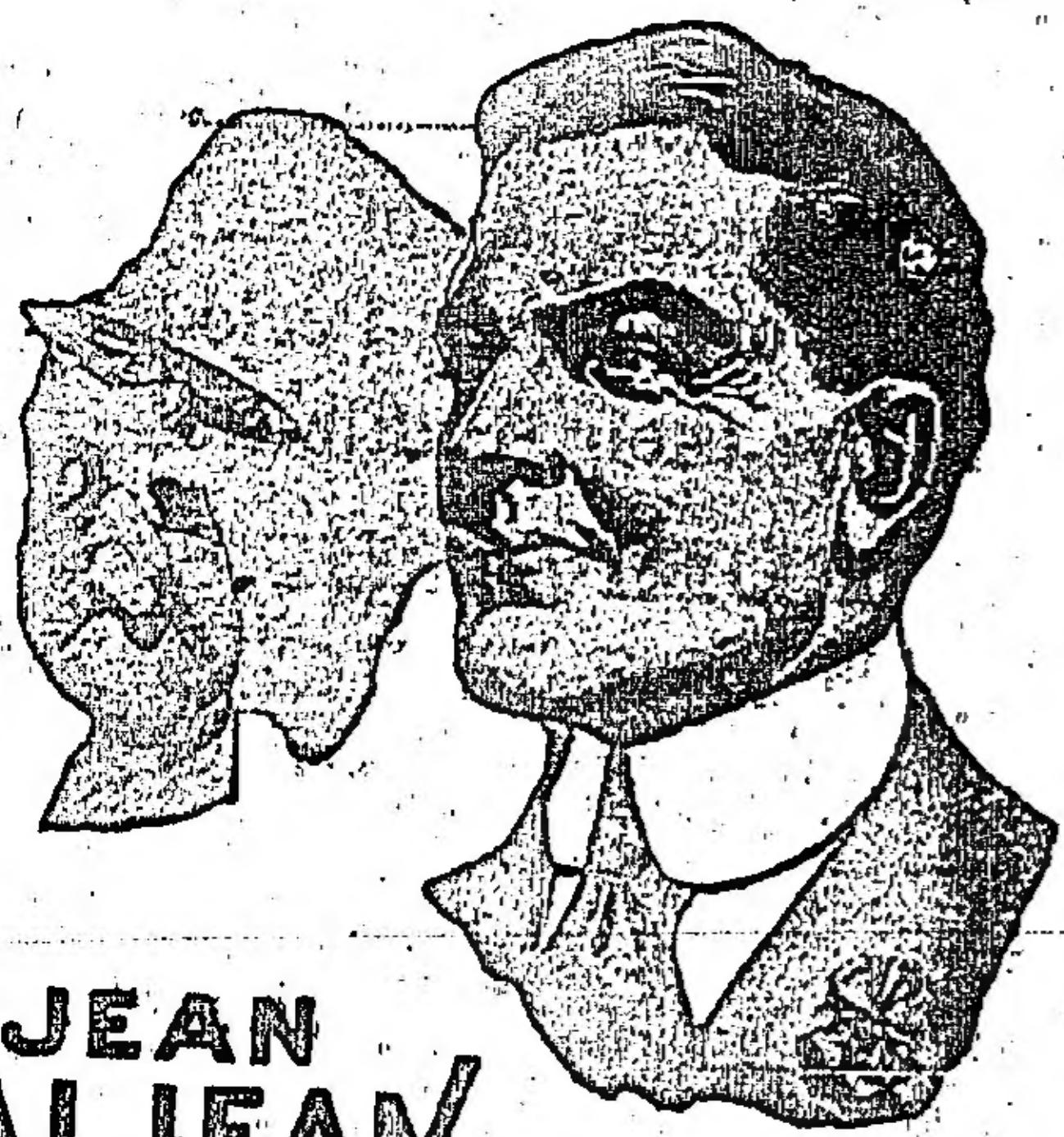
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VALJEAN
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TABAQUERIA FILIPINA
LEADING TOBACCONISTS IN THE FAR EAST

PLATFORD MILL.

A GIFT TO THE NATION.

Lovers of the art of John Constable will rejoice to hear says the Times, that, thanks to the generous action of Mr. T. R. Parkinson, of Ipswich, Platford Mill and Willy Lott's Cottage at East Bergholt, in Suffolk, are to be presented to the nation as a tribute to the memory of the great East Anglian painter.

It will be remembered that on December 6, 1924, Mr. H. P. Hall, Friwell, wrote to The Times from Platford calling attention to a proposal made by Sir Arthur Churchman, M.P., to give a group of buildings at Platford, including Willy Lott's house, Abram Constable's house, and Platford Mill, with about nine acres of land on the banks of the Stour above and below Platford Lock, to the Royal Academy of Arts or any public body on condition that they agreed to put them into repair and to maintain them. He accordingly suggested that a school of landscape study should be established which would serve the double purpose of enabling students to learn their art in the most suitable surroundings and of preserving a group of buildings of the 16th, 17th and 18th centuries.

The project attracted a good deal of support, and a scheme for the school of landscape study was, on May 7, 1925, laid before an informal conference at the Arts Club. Sir David Murray, R.A., who presided over that gathering, expressed his emphatic opinion that nowhere in the country could be found a spot offering so many advantages for the study of landscape as the property at Platford. A similar view was taken in letters which appeared in our columns, where it was pointed out that the most modern in landscape painting had been strongly influenced by work done in the valley of the Stour.

For the scheme to go forward, however, a subscription of £14,000 or £15,000 was necessary. Unfortunately, for reasons which need not be gone into, the project fell through. It is now possible to announce that Mr. Parkinson has stepped in and has acquired the whole of the property in order that it may be preserved for the nation. He wishes it to be put to some useful artistic purpose. This is receiving consideration. He has already decided to restore Willy Lott's cottage and to ensure that the spacious studio and large rooms at the Mill shall be open and placed at the free use of artists on all occasions, and in particular during wet and inclement weather. Adequate safeguards are to be provided in order that the property shall continue to be so used and no act of vandalism perpetrated after Mr. Parkinson's death. It was Mr. Parkinson who a few weeks ago presented the Oak Hill estate at Ipswich to the Institute of Journalists for a convalescent home.

As yet Mr. Parkinson has come to no decision whether the original idea of a school of landscape painting at Platford shall be proceeded with. If the authorities of the Royal Academy should desire such a school no opposition would be raised to its being built on the property, and Mr. Parkinson is willing to consider any practical suggestions that may be made to further the progress of landscape painting in this country.

THE SPEAKER'S COACH.

200-YEARS-OLD VEHICLE.

The magnificent state coach of the Speaker of the House of Commons has just undergone a periodical "spring-cleaning."

This coach, which is said to date from 1700, weighs two and three-quarter tons, and is only used on the most auspicious occasions. It has remained in its coachhouse off the Chancellor's Court, Westminster, since it was last used, at the Coronation of King George V 15 years ago.

Said to have been designed by a Dutch artist, and to have been given to the Speaker by Queen Anne, it is upholstered in plush and decorated with gold. Upon the panels are beautiful pictures as well as the crests of the Speakers who have used it on State occasions.

Despite its being used so rarely, the coach is kept in perfect trim. When in the coachhouse it is swathed in sheets to keep the dust off and every month it is taken out and carefully cleaned. Kept also in the coachhouse is the state harness for the horses.

£8,000,000 WORK ON RAILWAY.

BIG SOUTHERN COMPANY'S PLANS.

The Southern Railway is announcing a number of schemes for development and improvement for which authority has been obtained or will be asked in the near future, state that these, together with the works already in hand, will involve an estimated expenditure of more than £8,000,000.

Among the works which will be taken in hand in 1927 are the schemes for the extension of Southampton docks at a cost of £3,000,000, and for the construction of a loop at Minster Junction at an estimated cost of £35,500. This loop, with the one recently provided between Broadstairs and Ramsgate, will enable through trains to be run from Margate and Ramsgate to Dover, Folkestone, and Ashford without reversal of locomotives.

Among the new works planned for 1927 are the following:—

Widening of the line between Kent House and Beckenham to allow the running of through electric services between Beckenham and Victoria via the Crystal Palace.

Ten express engines, 5 goods engines, 20 passenger tank engines, 8 shunting engines, 70 bogie corridor carriages, 1,400 12-ton open goods wagons, and 100 cattle wagons, to cost about £700,000.

Dover Changes.
Certain development and improvement works on the company's lines, already in hand, include the electrification of the suburban lines in the Central section now operated by steam, at a cost of £3,750,000, reconstructions at Dover to deal with Continental traffic at an estimated cost of £421,000, the provision of a new station at Wimbledon to cost £250,000, and the construction of a loop connecting the old London, Chatham, and Dover line from Victoria with the old South-Eastern line from Charing Cross, between Stroud and Chatham, to enable heavier engines to be employed on the express services between London, Margate, and Ramsgate. The last-named improvement will cost approximately £31,000.

It is hoped to place every contract with British firms, and the money to be spent will provide employment for a large number of workmen, skilled and unskilled, for a considerable time.

BAD PUTTING CURED.

VARDON PLAYING GOLF.
IN SPECTACLES.

A pair of spectacles, which he bought recently, may give Harry Vardon—six times winner of the Open Golf Championship—yet more golfing honours. Already the spectacles have proved of great benefit to Vardon, and incidentally have shown how important eyesight is to the golfer. Despite his 56 years Vardon is still the great master of the driver and the brassie, and at the shots to the green with the iron clubs he remains, as always, the envy of his brother professionals. But his putting for years has been the despair of himself and his friends. The spectacles have changed all that, and in a friendly match over his own course at Totteridge he went round in 66. Bogey for the course is 74.

Vardon's putting then was reminiscent of his palmy days. In the first nine holes, which he did in 31 strokes, he required only 12 putts. One was taken on the first green, two on the second, one on the third, one on the fourth, two on the fifth, one on the sixth, two on the seventh, and one on each of the eighth and ninth greens.

Only 29 Putts.
Coming home, he had one putt on the thirteenth, which he holed in two, and two putts on the other eight greens gave him a total of 29 strokes with the putter for the eighteen holes.

The figures of this fine round were:
Out : 344433433—31.
Home : 364245444—35—
total 66.

It is interesting to recall that J. H. Taylor was refused for the Army on account of defective eyesight and that James Braid won a championship playing in smoked goggles at Muirfield.

Americans have talked of the wonderful eyesight of Bobby Jones and Walter Hagen and how their eagle eyes pick out the line of the putt, gauging all the slopes and runs to a nicety.

HORSES' CARNIVAL.

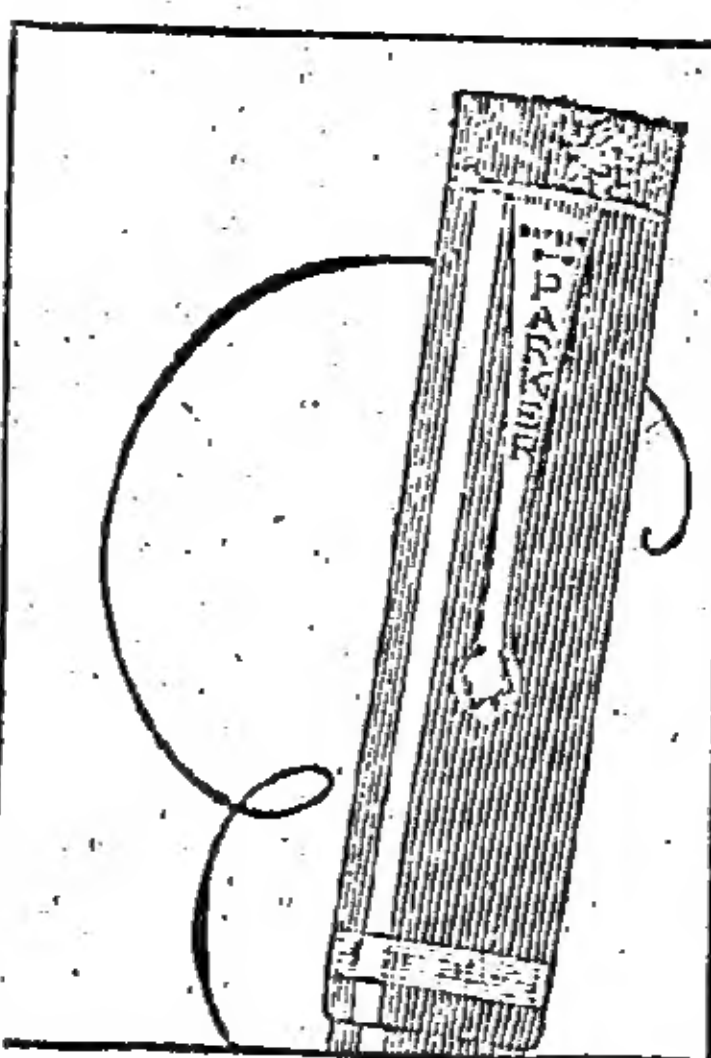
FESTIVAL AT A REST HOME.

Boxes of carrots, apples, sugar, and other dainties loved by horses and donkeys were distributed at the Home of Rest for Horses, Westcroft Farm, Cricklewood. It was the thirty-first New Year's Day Feast, an event of the home instituted nearly forty years ago by the late Mrs. Gorse. Save the war years, it has been regularly maintained.

There are no empty stalls in the home. Eighty horses and five donkeys are the present guests, and according to the secretary the motor-car's advent and advance have not affected the call on the services of the home. Its work has a triple aspect. Rest and skilled treatment for the animals of poor people are provided at a nominal or no charge, according to circumstances; animals rescued from cruel owners are given sanctuary there; and old favourites find at Westcroft a place to spend the rest of their days as honoured pensioners.

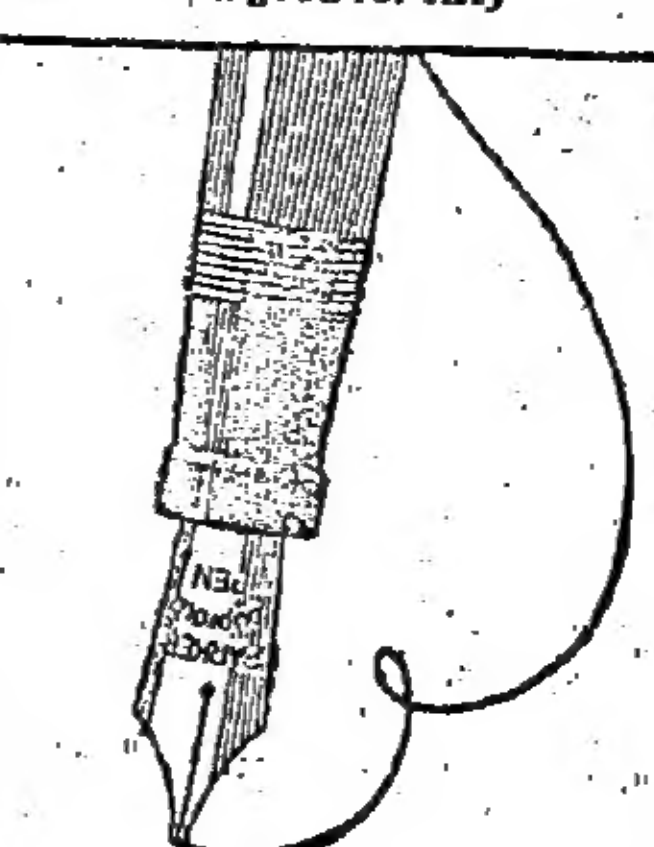
"Roger," the war horse, attracted a good deal of attention. Lieut. R. J. Day, of the Machine Gun Cavalry, who picked up "Roger" on the Somme, said: "We got him at Thiers, when we badly wanted horses. He came galloping over with a lot of other riderless horses. He bore me across the Hindenburg line, and when the war was over I bought him at Tattersall's. "Roger" was trained for polo, and was good for riding or carriage work, but now he has navicular disease of the near fore hoof, and I think he has earned his rest here for the remainder of his life."

The "old favourites" number about forty. "Bees," a black mare, is the oldest of them, probably thirty years of age, and with a record of ten years in the institution. Another notable pensioner is "Augusta," granddaughter of "Hermite," the Derby winner of 1867, and her owner, Mr. L. Marzetti, was present at the feast.



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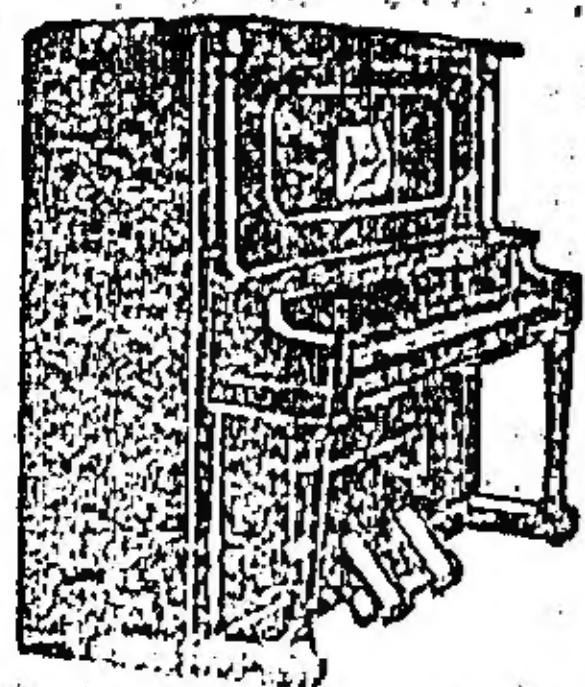
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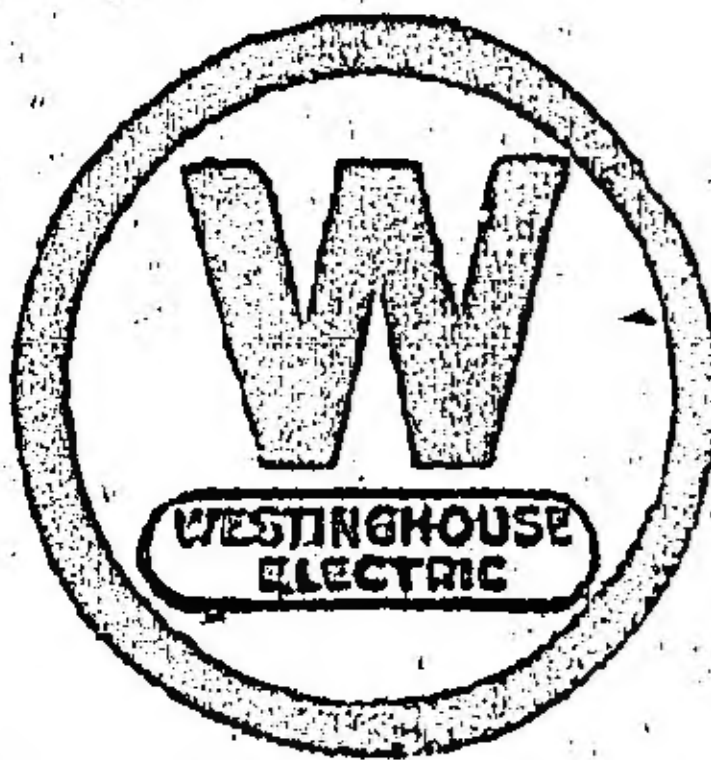
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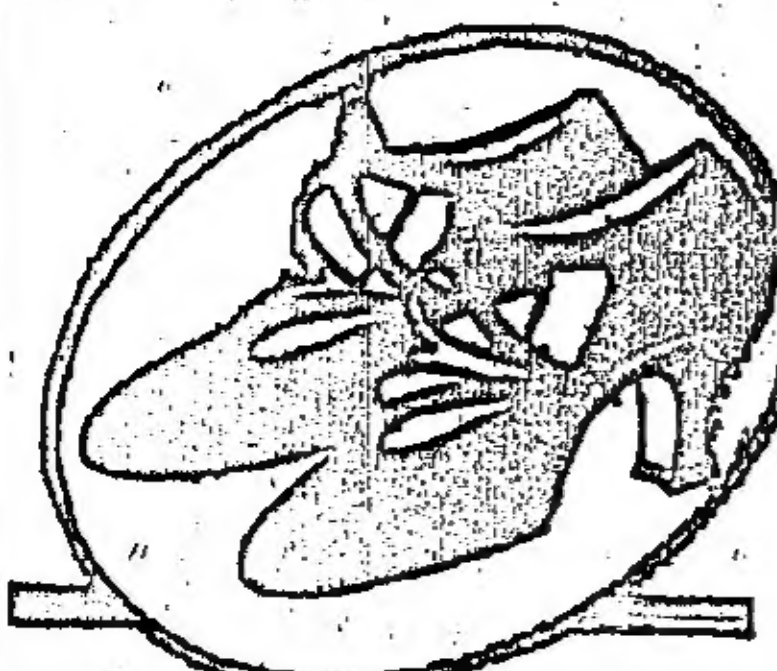
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MUDFORD POLLS.

CANDIDATES ELECTION
ADDRESSES.

Polling takes place in Mudford to-day and the result of the poll will be declared to-night. The following election addresses sum up the policies of the three parties:

Progressives.

The Progressive Party has had your confidence in the past and in our opinion this is a momentous time in the history of our town.

This confidence has not been misplaced and we feel sure that our appeal for the continuance of your support will be justified by the result of the Poll.

The policy of the Progressive Party may be summed up in a few words. It is to write Mudford with embazoned capitals to the eyes of the British holiday public. This can only be done by becoming Mudford, and "Advertising Paya!" We have most valuable natural resources in the shape of our mineral springs and to allow the outside public to benefit by these and correspondingly benefit ourselves as a community, steps must be taken to bring the wonderful curative properties of these waters to the particular notice of this public.

Obviously, our advertising policy, combined with the unparalleled medicinal properties of our springs, will bring an influx of visitors, and we must cater for these people in an 'up-to-date' manner. The existing primitive arrangements at the wells must be superseded by the erection of a pump-house, with adjacent dispensary and consulting rooms, the whole in charge of a specialist doctor, to be appointed.

Further, the construction of a garage and parking plot for the accommodation of cars and charabancs is essential, while an attractive pier with a winter garden and facilities for landing passengers from pleasure steamers must be provided.

This, in our opinion, is the only policy consistent with the Progressive ideals of Mudford and its enlightened inhabitants.

We have carefully considered the men of our Party who would be most suitable to help us carry this scheme to a successful completion, and confidently introduce to you our candidates:—

E. SEWELL (Fishing Fleet Owner).

ANDY MCARTHUR (Banker).
Socialists.

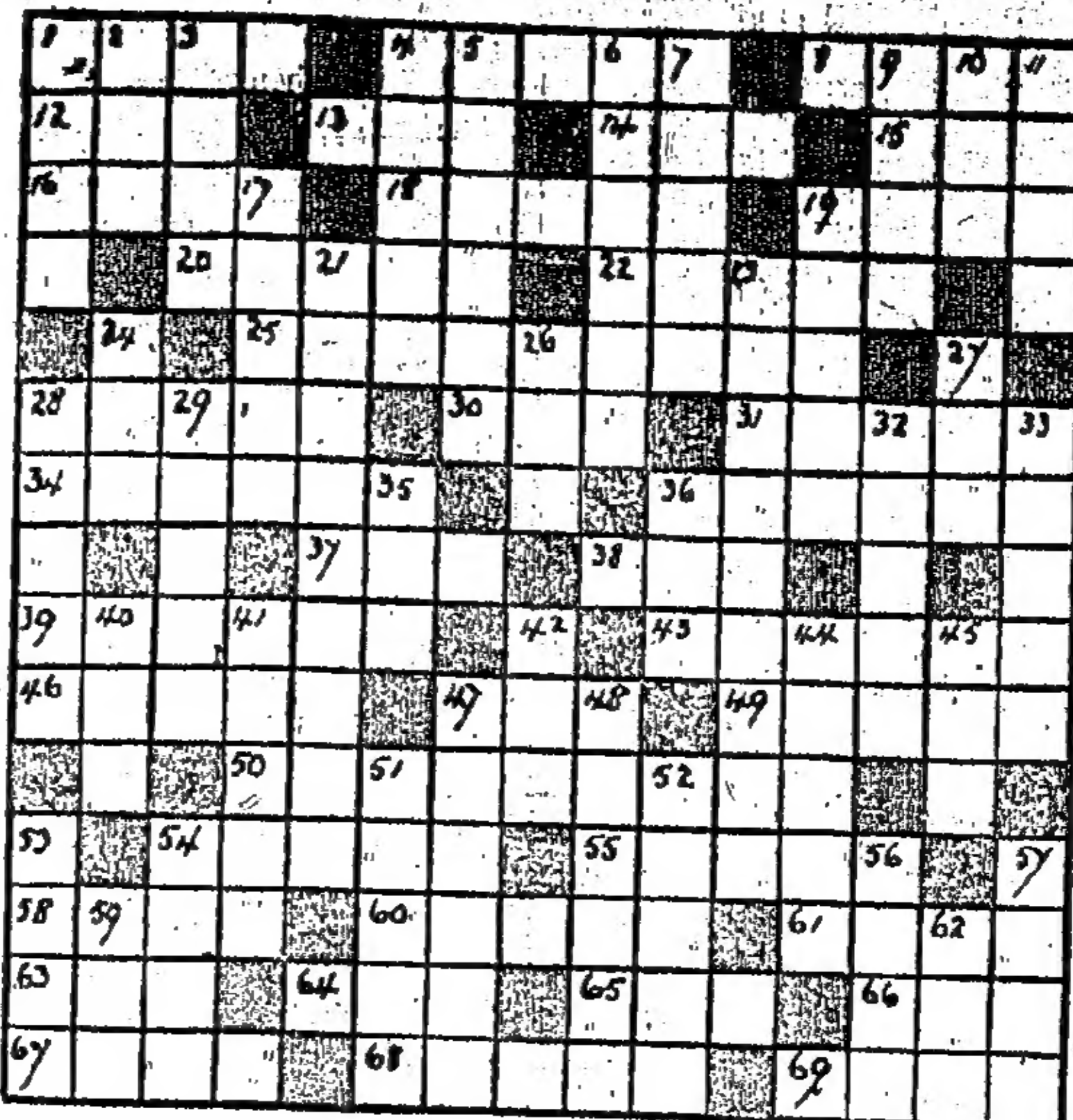
Comrades, the Progressive Members of the Council are to make four proposals at the next meeting. Before this meeting takes place, there will be an election to fill the three vacancies on the Council, and the Socialist Party is entering two candidates.

This election gives you the opportunity of recording a very definite vote against the high-handedness and prodigality of the capitalist class. We appeal to the sane minded electors of Mudford to give their votes to us, and their nearly support. We are Local men; we have lived all our lives in Mudford; we are working men like yourselves, and if returned as Members of this Council, as we feel sure we will be, we undertake to see that the ratepayers' interests are considered first, and that your money is spent economically, and that everything is done to make this Town a fit place for heroes to live in.

The pier which the Council proposed to erect is a luxury, and we suggest a pier whose main object is utility, and which will be of use to our fisher-folk. The pump-house will be of benefit only to those idle rich who visit our town during the holiday months, whilst swimming baths at a seaside resort is an absurdity, and we consider that the money could be better spent in improving the living conditions of the workers.

The Municipal garage and parking plot again pander to the bloated aristocrat, and will not benefit the average householder of

OUR CROSSWORD PUZZLE.



Across.

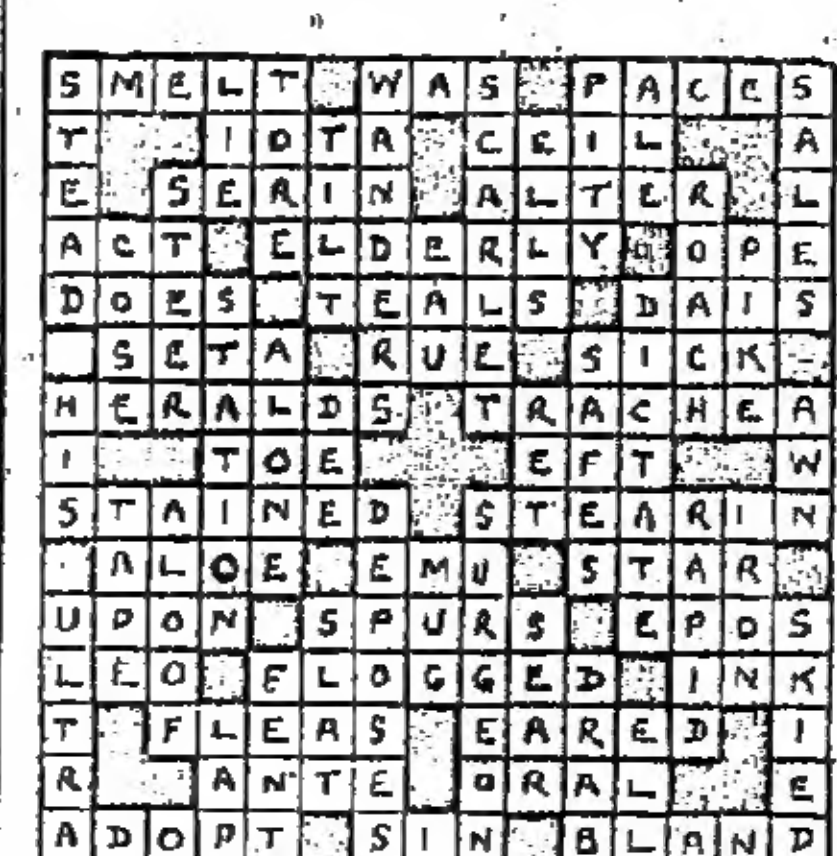
- 1 Moist.
- 2 Cow-houses.
- 3 Domestic animals.
- 4 Congealed water.
- 5 Insect.
- 6 Hole in a hedge.
- 7 Strike lightly.
- 8 Space destitute of feathers at base of birds beak.
- 9 Reception room.
- 10 Front.
- 11 Ancient Spartan magistrate.
- 12 Dialect.
- 13 Purposelessly.
- 14 Interval.
- 15 Tropical plant.
- 16 Quadrumammous mammal.
- 17 Middle.
- 18 Mexican shawl.
- 19 Contains metal.
- 20 Domestic animal.
- 21 Under age.
- 22 Poetic comparison.
- 23 Come in.
- 24 Meadow.
- 25 Portable bath.
- 26 Marsh plant.
- 27 Silver coins of U.S.A.
- 28 Regarding.
- 29 Digits of the foot.
- 30 Not together.
- 31 Market.
- 32 Sphere.
- 33 Employ.
- 34 Wrath.
- 35 Males.
- 36 Favourites.
- 37 Draw in outline.
- 38 Limbs.

Down.

- 1 Fox gaining.
- 2 Card with one pip.
- 3 Slight.
- 4 Broom.
- 5 Once a year.
- 6 Selfishness.
- 7 Found by the sea.
- 8 Tiny particle.

- 10 Used in road repairing.
- 11 Ran quickly.
- 12 Moon's age at the end of the year.
- 13 Green-room of a theatre.
- 14 Species of sacred writing.
- 15 Unreadable.
- 16 Tailless monkey.
- 17 Part of the head.
- 18 Young dog.
- 19 Landscape.
- 20 About.
- 21 Wet.
- 22 Let again.
- 23 Sooner than.
- 24 Despair signal.
- 25 Single.
- 26 Protecting power.
- 27 Number.
- 28 Looks.
- 29 Allow.
- 30 One who leaps.
- 31 Mushroom.
- 32 Smallest.
- 33 Cavern.
- 34 Cause.
- 35 Obligation.
- 36 Not wild.
- 37 Writing utensils.
- 38 Same as No. 37 across.
- 39 Limb.

Yesterday's Puzzle.



QUEEN WILHELMINA.

ORDERED TO REMAIN
INDOORS.

Hague, Feb. 11.
Owing to slight indisposition Queen Wilhelmina has been medically ordered to remain indoors this week.—Reuter.

Sir Edward Lionel Fletcher has accepted a seat on the London board of the Queensland National Bank.

velop at the cost of our unique reputation for quality and distinction.

Such safeguards can only be assured if a policy of progress is tinged with moderation, if we advance step by step as we are sure of our ground, and of our capacity to give visitors the best that Mudford can offer.

In accordance with such a policy, we, the undersigned as representatives of the cause of moderation, and with the best interests of all the ratepayers at heart, offer ourselves for election as Members of the Mudford Town Council.—Yours, confidently,
W. J. WALKER (Retired Colonel).
W. J. KEATES (Manufacturer).



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Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. Ask your Doctor!

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See Hawaii On The
Way Home

In the temperate climate of and milk are served the year Hawaii there are countless things round and with the healthful to do. Surfing in the bluest climate make life in the Islands waters.....golfing on courses always comfortable. Summer is where cool trade winds blow particularly pleasant.

.....motoring on splendid roads lined with blossoming trees. These and many other attractions brighten the long trip when stopping off in Hawaii.

Play, this vacation in the stream-splashed valleys of Hawaii.....frolic in the surf on a moonlight night.....fish in many lines. Ask your nearest the iridescent waters of island steamship or travel agency for details and write us for illustrated

Stop off for a week or more in Hawaii. Hotel rates range from \$2.50 to \$15.00 (Gold) per day, with meals. Steamers sail from Honolulu at least twice a week for the Pacific Coast and special stop-over privileges may be made with interchange of tickets on a moonlight night.....fish in many lines. Ask your nearest the iridescent waters of island steamship or travel agency for details and write us for illustrated

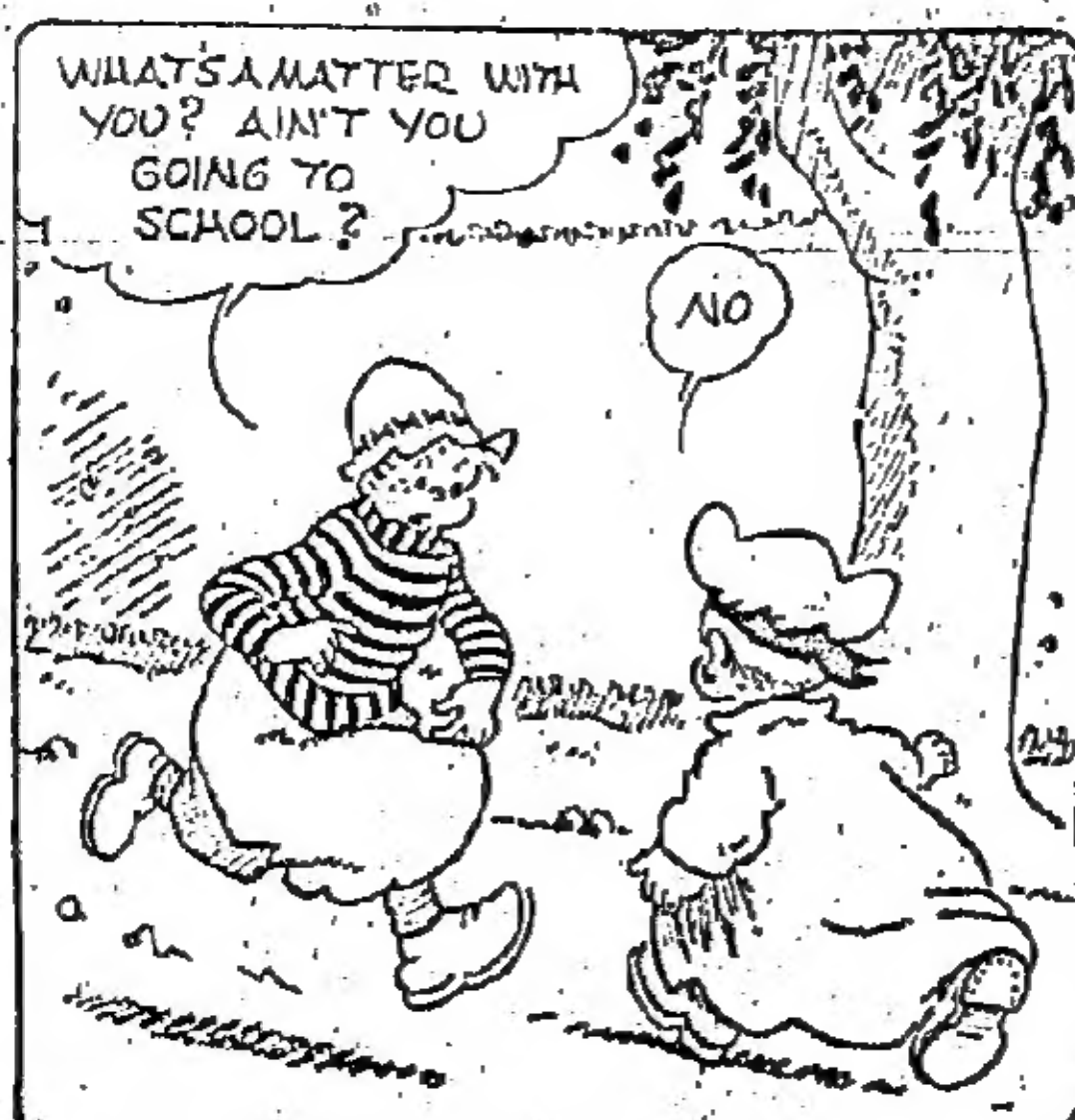
Fresh fruits, meats, vegetables booklet and the latest information. (Please enclose this 'ad' with your letter.)

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FRECKLES AND HIS FRIENDS.

Jay Quits

By Blosser



BEST
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The Natural
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WATSON'S Dry Ginger Ale

A WELL ESTABLISHED FAVOURITE OF PROVED HIGH QUALITY.

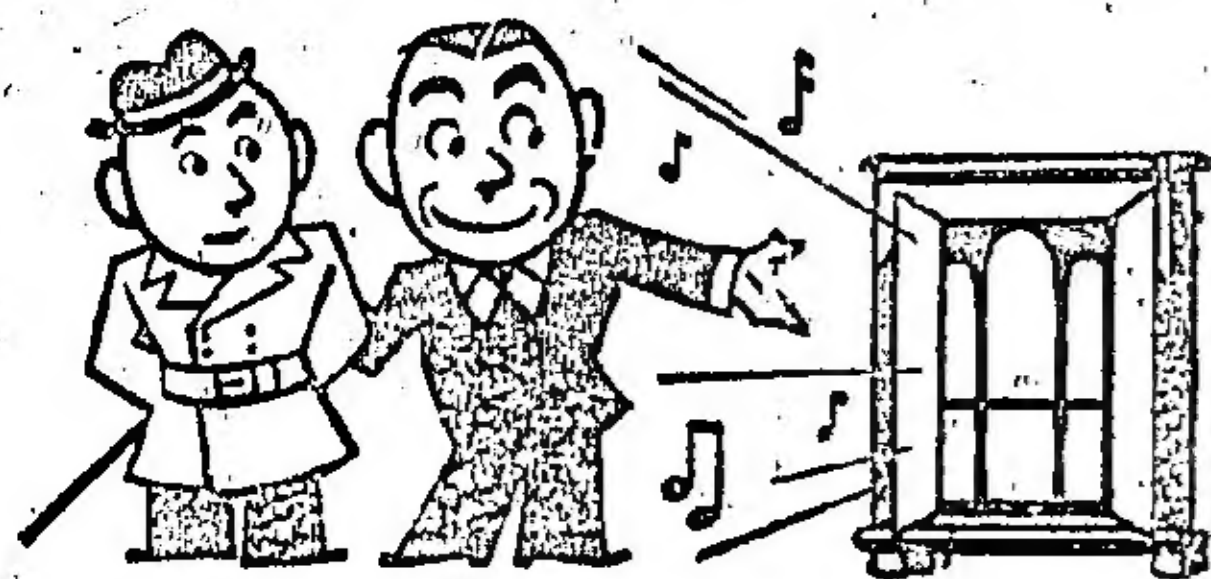
Prepared from our own special formula, flavoured with real fruit essence and the finest Eastern spices. Unequalled by any similar product throughout the world.

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The non-alcoholic Champagne. An excellent substitute for sparkling wine, possessing the same wonderfully stimulating and refreshing qualities.

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AERATED WATER MANUFACTURERS.
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A sound reason

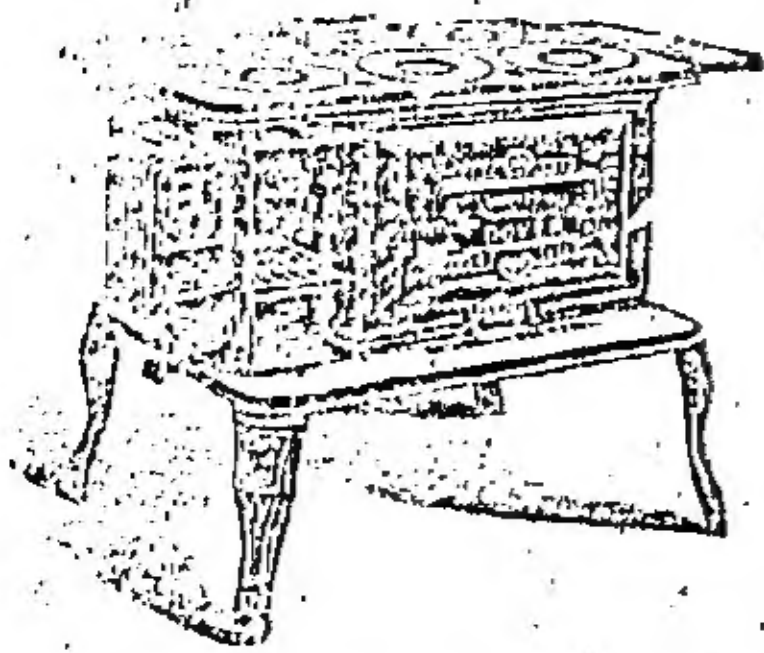
for owning the Orthophonic Victrola is the wonderful performance of the instrument itself—rich, clear, full-volumed. It plays all the world's music, whenever you wish, as you never heard it played before! Come in and let us give you a demonstration. No obligation. It will be a mutual pleasure!

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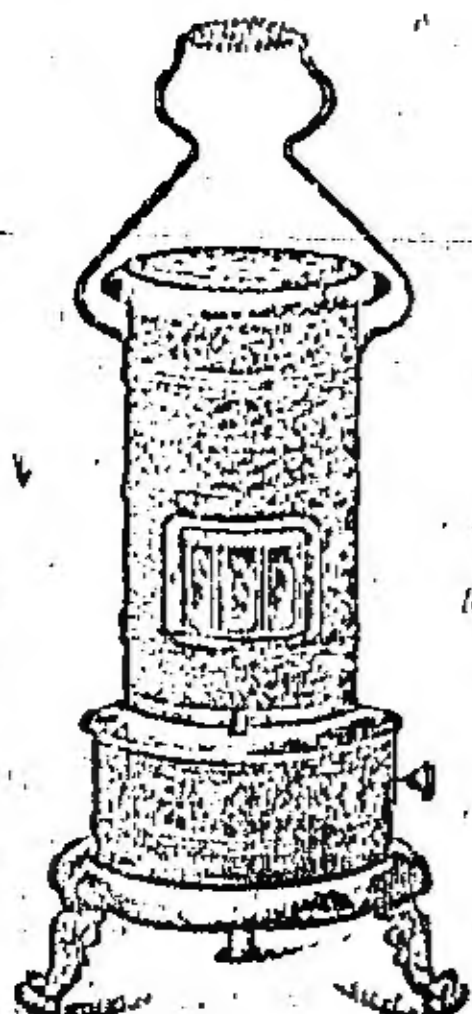
No. 6 \$55.00
" 7 \$65.00
" 9 \$110.00



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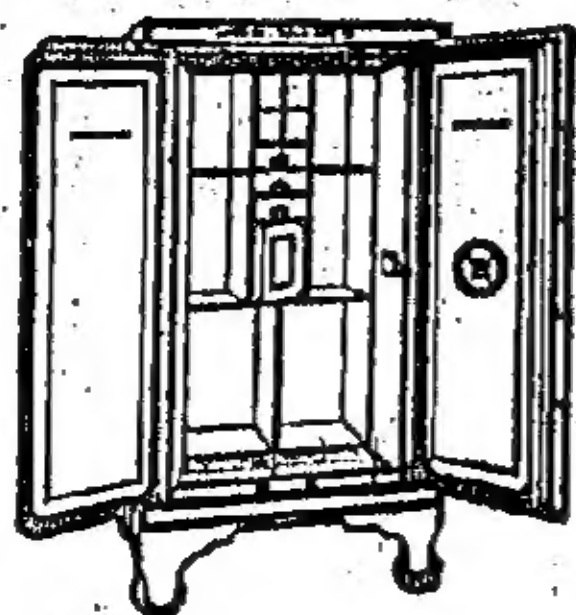
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Strong
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Incorporated under the Companies Ordinances Hongkong.
Alexandra Buildings,
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The Hongkong Telegraph

SATURDAY, FEBRUARY 12, 1927.

DOOR AGAIN OPENED.

There has surely been sufficient reiteration of the fact that Britain is sending out forces to China solely for the purpose of protecting the lives and property of British subjects, in circumstances of emergency, to convince even the most sceptical member of the Nationalist Party, especially when that reiteration has been accompanied by such obviously sincere gestures of friendship! We cannot see how, in the light of the pronouncement made by Sir Austen Chamberlain in the House of Commons on Thursday, Mr. Eugene Chen's former objection to the signing of an agreement respecting the future status of the British Concession at Hankow, can hold good, because he cannot now speak of force or duress—unless he or the Party of which he is the mouthpiece is determined to ignore the realities of the situation. The renewed conversations between Mr. Chen and Mr. O'Malley have resulted in the drawing up of a new agreement, but that agreement is not yet signed. Britain has made it clear that, although there cannot be any question of tying her hands regarding the disposition of British troops necessary for the protection of British lives, if Mr. Chen signs the new Hankow agreement, the remainder of the British forces coming out to Shanghai will be concentrated at Hongkong. Regarding those troops (comprising part of the Brigade from India) which have already left Hongkong for Shanghai, it is in response to the unanimous request of the British Minister to Chong, the British Consul General at Shanghai, the Commander-in-Chief of the China Squadron and Mr. O'Malley that they have proceeded thither, and there can be no question of diverting them, as their presence is considered necessary. But they will be kept in the Settlement—unless, of course, there is some grave menace needing attention outside. There is no ulterior motive, no "opus of Imperial policy" or any fantastic idea of super-imposing our will on the Chinese people. And, if plain words have a plain meaning, Mr. Austen Chamberlain could not have made Britain's attitude any clearer or less liable to misunderstanding.

The question is (at the time of writing): Will the Nationalist Government at Hankow authorise Mr. Eugene Chen to sign the newly-framed agreement? If he is not so authorised, there will be little room to escape the conviction that the Nationalists are not desirous of a peaceful settlement. Britain has promised that the British authorities at Hankow will be required to do everything possible to implement the new agreement and to make it successful, so that Chinese citizens shall enjoy the same rights as British. The terms of the agreement, as so far outlined, are generous—and perhaps a little more than that. They should indicate to every Chinese who is given the chance of making a fair assessment of them that Britain has no Imperialist ideas regarding China and is genuinely animated with the keenest possible desire to see this great country of China wholly self-governing. The Nationalist Government has promised that there will be no attempt to take back Concessions by force and Britain has indicated that she is willing to surrender any exclusive rights through the process of negotiation. Surely, that mutually-desirable attitude should be taken the fullest possible advantage of. It would be a pity if the "troop controversy" effectually intervened, especially in the light of Britain's oft-repeated assurances. The reputation and bona fides of the Nationalist Government are being once more put to the test, and the world is waiting to see whether reasonableness and conciliation is going to be the chosen route of the powers-that-be in Hankow and Canton, or whether there is going to be a continuation of obstructionist protests.

War Memorial Hospital.

Rumours have been current locally for some days past to the effect that there may be some change in the site of the Hongkong War Memorial Hospital. The locality chosen for this hospital is on a spur just below Black's Link, and already much work has been done in levelling the site and making an approach road thereto from Stubbs Road. In fact, so far as site preparation is concerned, nothing now stands in the way of a start being made on the building. On enquiry, however, we learn that no definite decision has yet been reached on the question as to whether there shall be a change of site, although the matter appears to have been receiving consideration quite recently. In the event of a change being decided upon, it would, we presume, be necessary to get entirely new plans drawn for the building as now designed would in all likelihood have to be greatly modified. Should that come about, we suggest that the design be offered to competition amongst architects. That was recently done in the case of the new Raffles College at Singapore, and we have no doubt that the funds available would permit of a prize being offered for the accepted plans of the Hongkong hospital. In that way, the very best results might be obtained, giving the Colony a building worthy of the project. Be that as it may, we do suggest that it is high time a move was made with the actual commencement of the hospital. As a war memorial it is long overdue. So far as we know, there are ample funds in hand, and if that is the case we can see no reason whatever why there should be any further delay in coming to a definite decision and getting on with the work of construction.

Among a number of appointments of Divisional Commanders, Territorial Army, announced by the War Office on Jan. 10, was that of Major-General C. D. H. Moore, C.B., C.M.G., D.S.O. (42 East Lancashire), vice Major-General A. Solly-Flood, C.B., C.M.G., D.S.O. (June 11, 1927). Major-General Claude Douglas Hamilton Moore, who is 52 years of age, served in the North China and the South African wars. In the late war he secured mention in despatches eight times, and was awarded the D.S.O., and the C.M.G. He also wears the Japanese Order of the Rising Sun (first class) and other foreign orders.

DAY BY DAY.

OH, HOW MUCH GREATER IS THE SOUL OF ONE MAN THAN THE VICISSITUDES OF THE WHOLE GLOBE.—*Bulwer-Lytton.*

The name of Mr. Garnet Rankin has been added to the List of Authorized Architects.

His Excellency the Governor has appointed Lieutenant-Commander J. B. Newill, D.S.O., R.N., to be a Magistrate.

His Excellency the Governor has appointed Mr. Robert Hunter temporarily to be an Assistant Government Marine Surveyor.

It is notified that His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Monday, 21st February, at 10 o'clock in the forenoon.

Professor Walter Brown, M.A., B.Sc., F.R.S.E., A.M.I.E.E., has been appointed an additional member of the University Council for three years, with effect from 1st February.

There will be a public Lecture at The Helena May Institute on Monday 21st February at 5.30 p.m. given by Flight Lt. J. Newall—Subject "Aviation." Admission free.—*Adv.*

His Excellency the Governor has appointed Mr. H. A. Nisbet to act as Official Receiver, and Registrar of Trade Marks and Patents in addition to his other duties during the absence of Mr. E. L. Agassiz.

It is notified that, at the expiration of three months, the W. On Steamship Company, Limited will, unless cause is shown to the contrary, be struck off the Register and the Company will be dissolved.

Observatory returns for January show that the average mean temperature during the month was 59.7, the highest being 75.1 and the lowest 47. There were 137.5 hours of sunshine and 0.31-inch of rain. The average humidity was 71.

Tenders are being invited for the filling in at Tai Shek Ku Valley, Kowloon, and for the filling in of an area south of Argyle Street, north of Soy Street and immediately to the west of the Railway, together with any other necessary works at each point.

The pupils of Miss Violet Capell will give their fifth annual dancing display under the distinguished patronage of H. E. the Governor, arranged for Wednesday 22nd, Saturday 26th, and Monday 28th inst. Part of the proceeds of the three displays will as usual be devoted to the London hospital.

Letters of administration have been granted to Mr. G. G. N. Tinsley, solicitor, of Hongkong, attorney to Morris Francis Maximilian Wayton of 48, Rue Pierre du Pont, Lyons, only son of the late Maria Therese Emma Pelegri (Wayton) who left property in Hongkong to the value of \$10,000. The son is the sole beneficiary.

It is notified that the Governor-in-Council has determined that on and after the 14th day of February, the Air Mail fees applicable to letters from Hongkong for transmission by the United States Air Mails Service, regardless of distance or route, will be 36 cents for each ounce or fraction thereof. This fee is in addition to the regular postage.

The Health Bulletin of Eastern ports for the week ending February 5, issued by the Principal Civil Medical Officer, contains the following cases: Plague—Mauritius 1, Sourabaya 2, Colombo 1; Cholera—Calcutta 29, Rangoon 1; Bangkok 1; Small-pox—Bombay 41, Calcutta 77, Karachi 2, Madras 20, Negapatnam 1, Rangoon 3, Vizagapatnam 11, Singapore 1, Bangkok 5, Shanghai 1, Vladivostok 6, Kobe 1.

The familiar green-covered Rozenstock's Gazetteer, and Commercial Directory of China, which covers all parts of the country, is again to hand. The edition is the 33rd volume of this work, which has come to be regarded as a necessity in every business office in the East. Besides the directory of business firms and residents, there are numerous trade reports, whilst much information of a general character is also given. A special feature this year is that the Hongkong and Canton section is contained in a separate booklet, making it extremely useful for ready reference.

SÓVIET RUSSIA CHECKMATED?

Is Britain to Save China?

To anyone who has closely studied events in the Far East, it is as clear as daylight that the situation created in China to-day has been, and is being, engineered and carried through by Soviet Russia and Russian emissaries, assisted by certain Chinese officials of the extreme party with Bolshevik tendencies, as part and parcel of the Communistic ideals of World Revolution.

China, with its state of chaos, with many years of internal disturbances, became an easy mark and Soviet Russia has been able to delude the Chinese masses under the guise of a false national spirit.

If any clear-thinking member of the Chinese nation imagines that Soviet Russia has poured millions of dollars into China with the object of establishing for China a Nationalist Government for the benefit of the Chinese, he is sadly deluded.

Soviet Russia does not object to a Nationalist Government in China but it must be Communistic and on the lines of the Soviet Government in Russia to-day. To establish this she must first of all cripple the foreign Powers, having any interest in China, and Britain, having the biggest interest, she must be tackled first and foremost. But, let there be no mistake, the turn of all other Foreign Powers would follow.

There are not many who are not familiar with the methods adopted, methods that have been carefully planned long ago, but there can be no doubt, whatsoever, but that the attempt is doomed to failure—doomed because Britain will not allow China to "commit suicide." Britain will help China to establish a National Government, but on the right lines, sincere and patriotic, with as complete independence as will satisfy anyone, and with complete sovereignty. Britain is prepared to sacrifice her own interests and privileges to a very large extent, provided that she can save China from its own madness.

Soviet Russia, to carry out her intentions, found it necessary to delude the Chinese, and knowing that any attempt to tackle the matter in North China first would be fatal, the attack was launched in the South, where the field was ripe for Soviet influences. This influence was at work long before June 1925, but be that as it may, the period since that date to the present time is illuminating.

At the end of June, 1925, an intense economic boycott and strike was launched in Hongkong with the intent to not only paralyze trade in Hongkong, but to deflect all Chinese workers in the Colony from their lawful and peaceful occupations. To these poor deluded workers, all kinds of fancy promises were made to induce them to leave their employment and to proceed to Canton where, once there, they became virtual prisoners, and there are there to-day thousands still out of work, whose places in Hongkong have long since been filled. How misled they were, and how false these promises, these Chinese workers found out only to their cost, and they soon wished themselves back in Hongkong at their lawful and peaceful occupations, earning good wages.

Many thrilling stories can be told of the manner in which thousands made their way back to Hongkong by devious routes at great expense and against intense opposition and risk to their lives. Many were caught in the attempt and suffered terrible punishment. While they were badly housed in Canton, many, used to comfortable quarters in Hongkong, were not sheltered at all. Badly fed, and receiving no money to send to their families, it is little wonder that they soon realised that they had been hoodwinked by a gang of scoundrels who waxed fat at their expense. Many were drafted into military establishments to become cannon fodder, or labour coolies, for the Southern forces in its expedition against the Northern Forces.

With the assistance of Soviet Russian officers, money, arms and ammunition, the Southern Army was gathered for its advance North, but realising its fighting qualities were limited, an additional, and possibly in China a more formidable, weapon was forged to accompany the forces, namely a weapon of intense propaganda. To carry this through effectively it had to be a propaganda that, appealed, and at the same time contributed to the main object of overthrowing all foreign influence in China and the slogan "anti-foreignism" was pre-

dominant, the British being singled out as the chief enemy.

Expressions of goodwill have been made from time to time in favour of other foreign nations for the reason that it was desirable to focus hatred against the British and to avoid any likelihood of any joint action by the Powers. Anti-foreignism has nevertheless prevailed against the Powers in any way interested in the Far East and if any have suffered more than others they have probably been the American missionaries.

Various subtle methods of increasing the anti-foreign feeling have been resorted to in the last eighteen months throughout China, as is well known, and so soon as the Southern Forces began to move, the further the successes they achieved, the greater the unrest and anti-foreign feeling. These Southern soldiers were preceded by an advance guard of clever propaganda merchants and with the aid of lavish expenditure of Soviet Russia money and of money filched from the pockets of the inhabitants in every village and province which came within the control of these forces, treachery amongst the Northern forces became rampant, and with faked stories, lying statements and the promised extermination of foreign interests, revision of Treaties and what-not, combined with an intense anti-Christian propaganda, the Southern forces reached the Yangtze coast ports, by which time the so-called Nationalist Government worked up the masses to almost a state of frenzy against the foreigners, culminating in the enforced evacuation of foreigners from parts of China under the so-called control of this so-called Nationalist Government.

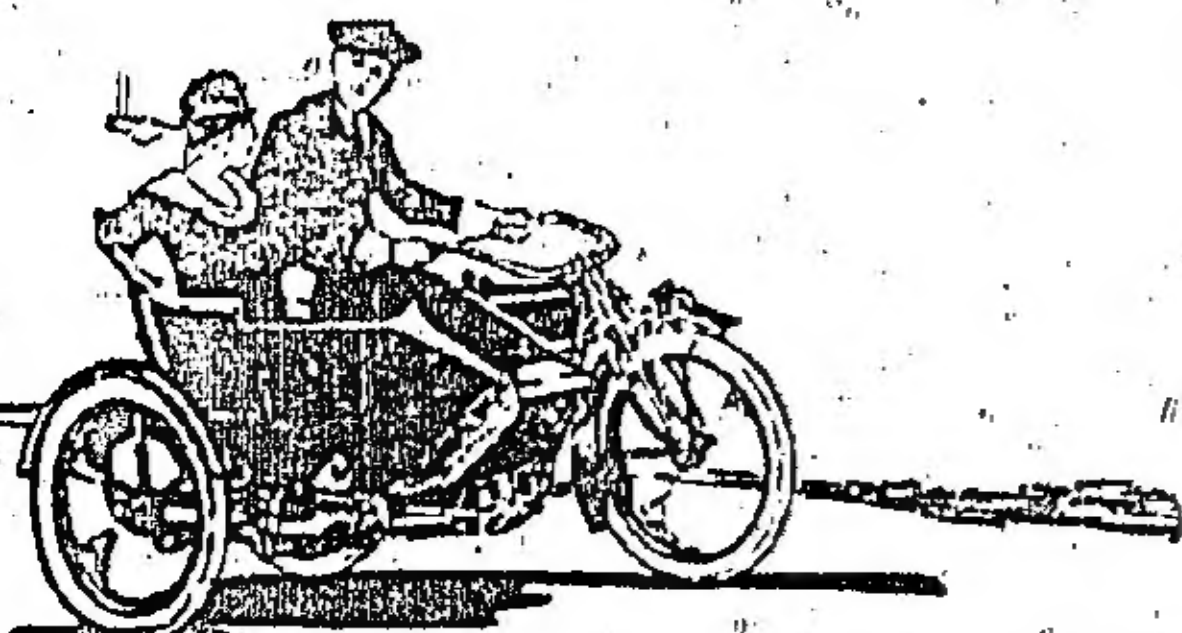
A semi-veiled threat of a similar attack on the Shanghai Foreign Settlement as was made on the Hankow British Concession has been made, and yet wonder is expressed at the attitude adopted by Britain in taking steps, approved of by the entire world, except by Soviet Russia, to safeguard its nationals against a dangerous form of mob violence. It is for this reason that Britain is sending an adequate force to China, with the assurance that she can then safely endeavour, by every means in her power, to negotiate for a peaceful settlement of matters in China that will be generous to China and fair to her own Nationals. If the Nationalists decline to accept the olive branch, overtures made by Britain, the position is plain and they will stand condemned by the whole world as the cat's-paw, and paid servants of Soviet Russia, not working in the interests of the country, but selling the country to another.

If any right-thinking member of the Chinese race believes that the methods being adopted by the Nationalists will bring China a peaceful happy land, he will be sadly disillusioned. By all means let us have a Nationalist Government, sincere, patriotic and independent, and no country would be better pleased than Britain, who is striving in the most generous manner to assist China to attain its desire in the teeth of the most diabolical and sinister opposition by influences that mean no good to China, but which will inevitably drag her down into the mire as the slave of Moscow. Whatever action Britain is forced to take, her uppermost intention will be one to assist China with whom she intends to maintain the utmost friendship. China may choose any form of government she desires, and a Government formed by any party, whether in the South or the North. That is no concern of Britain. But any Government embracing extreme Bolshevik Soviet-controlled elements, a menace to civilisation, and the sure ultimate downfall of the Chinese as a nation, Britain can never recognise.

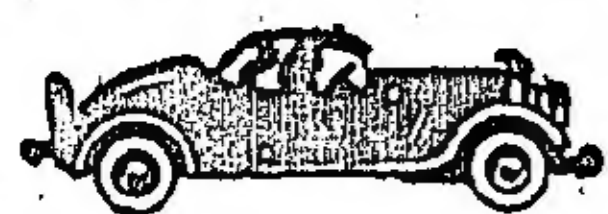
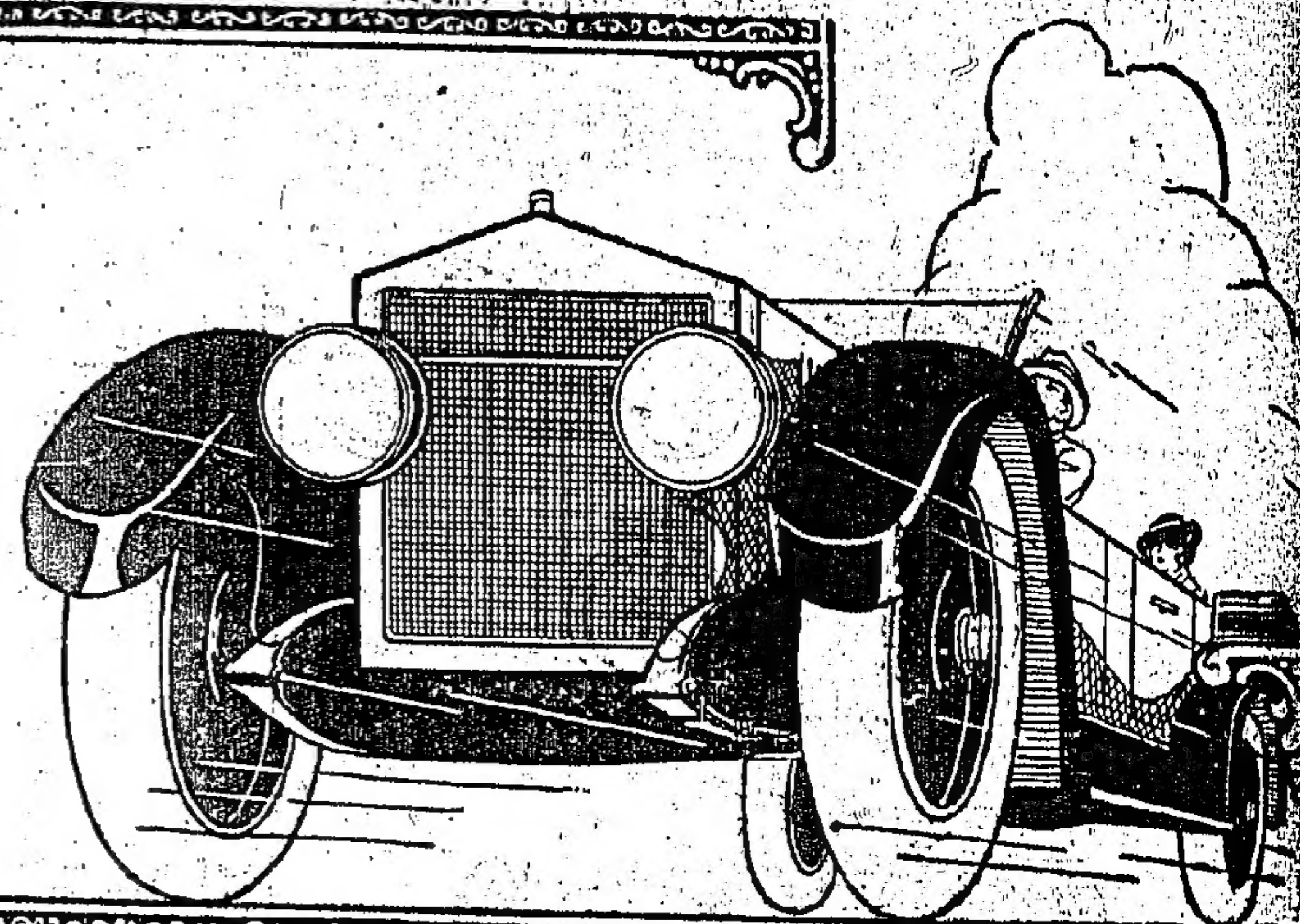
Britain will tolerate indignities and insults to an extent almost unbearable in her endeavour to arrive at a peaceful solution by negotiation, but, make no mistake, should she be forced to move, she will not hesitate if the protection of her people and her legitimate trade cannot be otherwise attained, and such a move will be in a just cause, and the world and civilisation and China will owe her a debt.

LISTENER-IN.

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.
SATURDAY, 12th FEBRUARY, 1927.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Dimming.

The raising of the question of headlight dimming in Hongkong provides an interesting subject for discussion among motorists. As far as we can gather, general opinion is distinctly in favour of not dimming, and we should have been surprised had it been otherwise, when it is remembered that in most other parts of the world dimming is not done. As far back as 1924, the R.A.C. at Home, after exhaustive consideration of the matter, arrived at the conclusion that the switching off of headlights when car met car, was fraught with great danger, and it was then decided to urge discontinuance of the practice. All of the letters published in this issue support the contention that dimming is dangerous, although one correspondent makes a good point by suggesting that the lamps should be properly focussed in order to eliminate unnecessary "dazzle".

Home Concession.

The Automobile Association (London) advises us that in future British owners of motor cars landed at any of the Southern Ports without registration or licences, will be allowed to proceed to the Office of the nearest Registration Authority to comply with the requirements of the Law.

Thus, motorists landing at Dover or Folkestone may proceed to Canterbury or Maidstone; motorists landing at Newhaven may proceed to Lewes; motorists landing at Southampton Docks may proceed to the Southampton Registration Office.

In the cases of motorists residing in other parts of Great Britain, the Registration Office nearest to the port of landing, will, after issuing Registration or Licences, forward the papers to the Licensing Office in the motorist's Home Area.

These arrangements have been made with the Registration Authorities mentioned, and also with the Police Authorities, under the sanction of the Ministry of Transport.

Motor Horns.

Although we do not hear so many complaints now about excessive horn sounding, there is still some room for improvement, mainly with regard to warning devices which emit screeching yells. Some cars are fitted with electric contrivances which are not only unpleasant to the ear, but which are likely to be confused with police whistles, especially when sounded at a distance. These should be prohibited within the city limits, and ordinary bulb horns fitted in place thereof. The ordinary type is quite as effective as the electric or "Klaxon" horn. It is the usual custom of chauffeurs to sound their horns frequently, not always with the object of giving necessary warning, but merely from force of habit. Whenever an accident occurs, the driver is asked, "Did you blow your horn?" This is not always a fair question, and does not help to lessen the use of the horn. The standardising of an approved type would solve the matter, and do away with the freak noises which we are accustomed to hear.

Dangerous Spots.

There are quite a number of "danger spots" in the Colony which call for attention. One of these is at the Kennedy Road corner near the Royal Naval Hospital, which we have referred

to before. A considerable number of motor vehicles use Kennedy Road, and it would be a good scheme if "one-way" traffic could be arranged. Cars could then drive westwards in perfect safety. If cars were generally permitted in Kennedy Road, the congestion in Queen's Road, East, would be relieved, although the corner by the hospital would need widening. This however, should not present any great difficulty.

Road Mirrors.

It has been suggested that glass mirrors be erected at dangerous corners in order that drivers be enabled to see on-coming traffic. This method has been usefully employed elsewhere, and it is felt that certain localities in Hongkong would be made safer were it adopted. We understand that it is receiving attention here, and that the H.K.A.A. favours the suggestion.

Negligent Driving.

Many drivers still persist in taking bends on the centre of the roadway and disregarding the rule to "keep to the left." As usual, the Chinese New Year holidays saw a vast amount of passenger traffic on the roads, and we are glad to know that a number of drivers were brought to book for offending in regard to the rule of the road. The Island Road was especially full of traffic and two public vehicles came to grief just beyond Repulse Bay as a result of colliding on a bend. Extensive damage was sustained by both cars, but happily the passengers escaped injury. This instance goes to show that one or both of the drivers were to blame, in that they did not keep the correct side of the road.

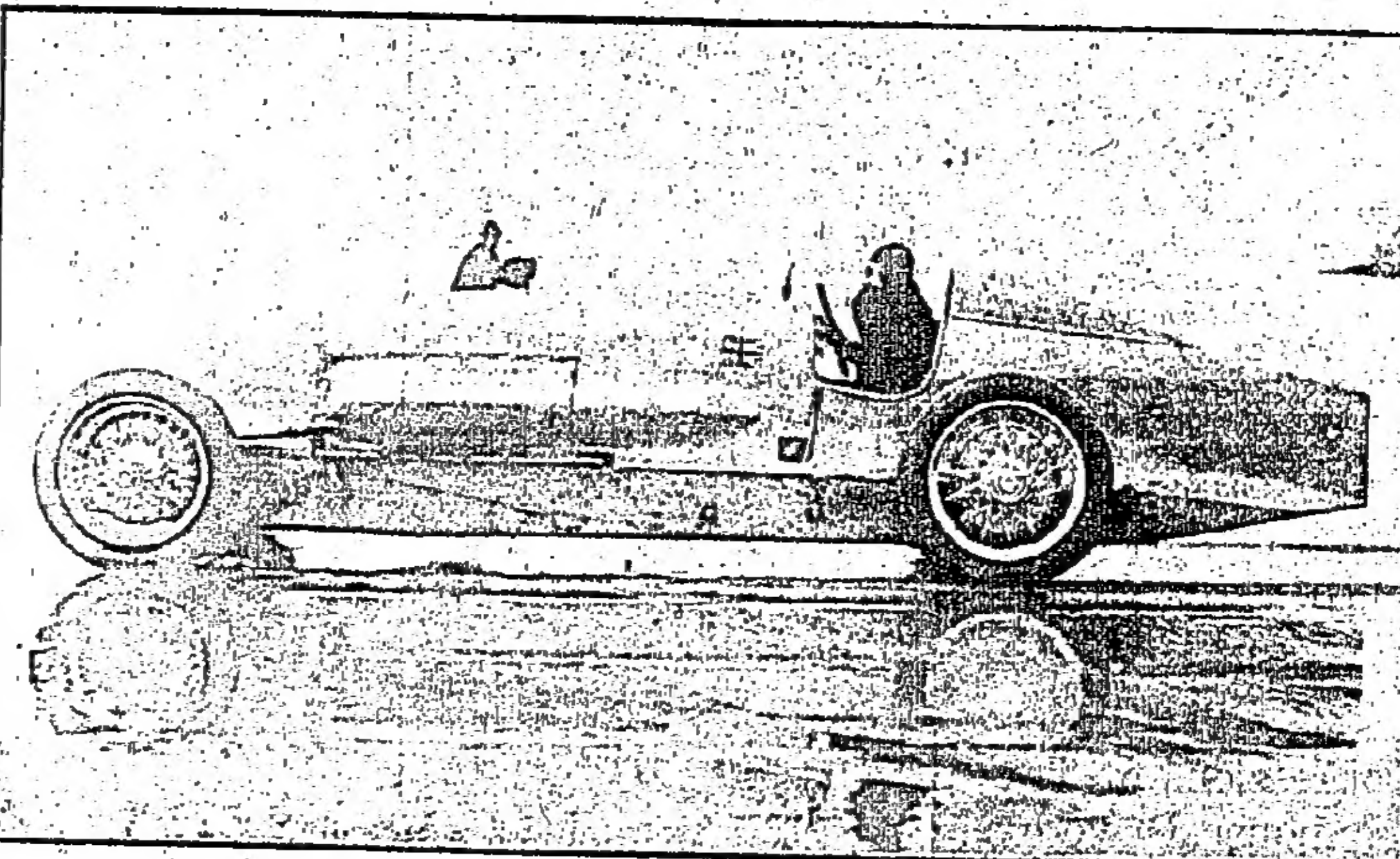
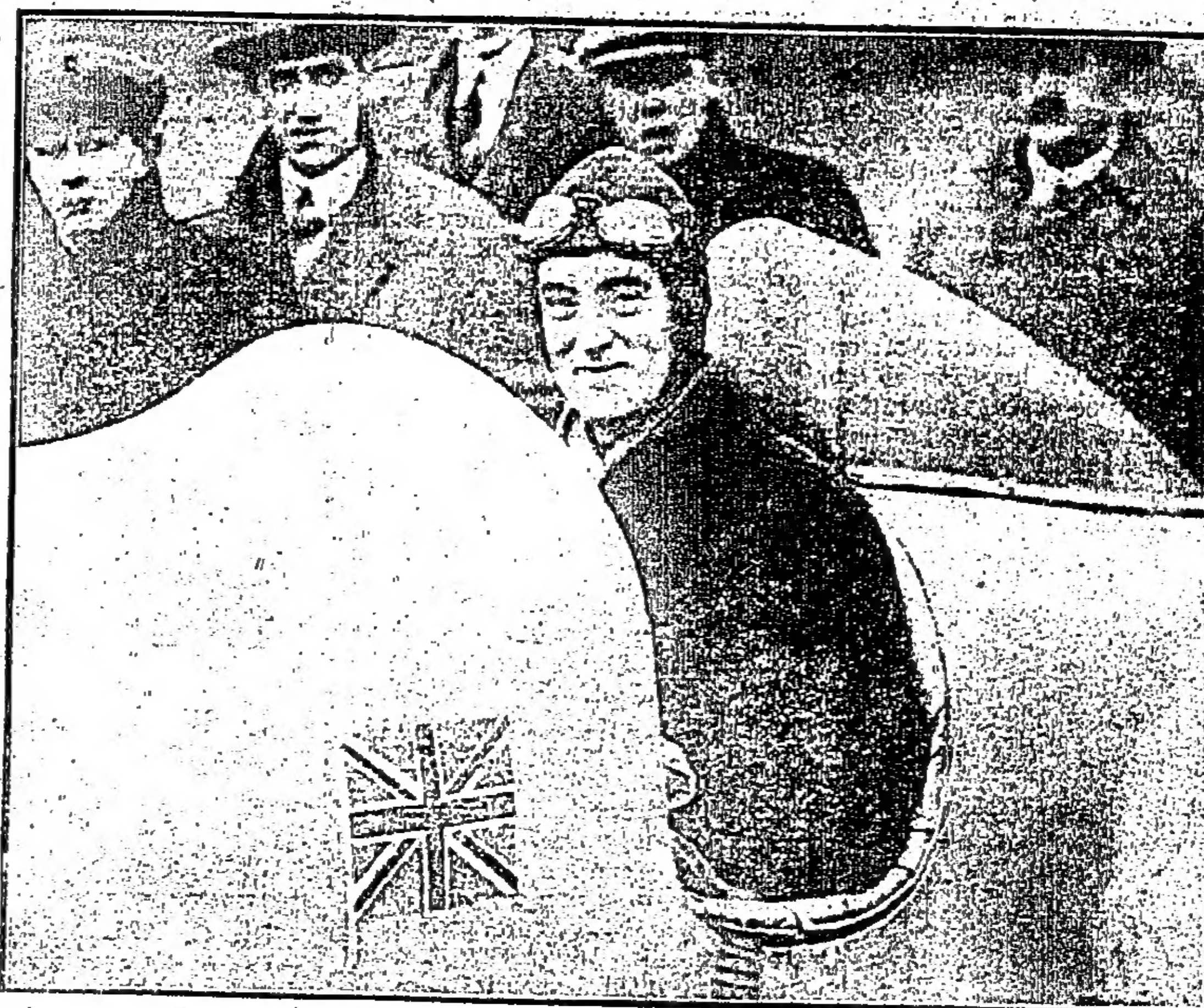
Motor Cycle Lights.

We received a complaint the other day regarding the absence of rear lights on motor cycles, the ground for complaint being that a motor cyclist who was guilty of a traffic offence, managed to get away without his number being taken owing to it not being illuminated. The instance certainly gives cause for thought, and is an argument strongly in favour of compulsory rear lighting. There is also the question of safety to be taken into consideration, and in this respect it would seem advisable for motor cycles to be fitted with a red reflector. These attachments are quite effective and inexpensive, and afford protection, not only to the rider himself, but to other road users who may overtake a cyclist on a bend in the road. Many machines are fitted with these warning devices, and in the absence of any regulation on the point we would advise every cyclist to carry one.

Forthcoming Races.

On the days fixed for the Races, traffic arrangements will differ from former years. Motor vehicles will proceed via Queen's Road, East, Morrison Gap Road, Morrison Hill Road, Leighton Hill Road and thence round the Happy Valley via Wong-nai-Cheung Road to the entrance gates up till 3 p.m. The return journey to town will be via Morrison Hill Road, Wanchai Road and Praya East. After 3 p.m. vehicles proceeding to the Race Course will proceed via Queen's Road, East, Arsenal Street, Praya East, Percival Street and Wong-nai-Cheung Road. Vehicles returning from the races after that hour will

BRITISH CAR CREATES NEW WORLD'S SPEED RECORD.



On the 4th instant, Captain Malcolm Campbell, the famous racing motorist, succeeded in breaking the world's speed record for both the kilometre and mile distances. He covered the kilometre at a speed of 174.843 miles per hour and the mile at 174.224 miles per hour. The car, a 450 h.p. Napier-Campbell cost £5,000 and was built with the intention of breaking the previous record (British) held by Mr. Parry Thomas who attained the speed of 170 miles per hour. The event took place at Pendine Sands, Wales.

The top photo shows Captain Campbell at the wheel, and the lower, the car when first taken out on the sands.

IS IT A DEALER'S RISK?

The question whether a minor may purchase an automobile and, failing to make all the payments on it, rescind his contract, void the sale and obtain a return of his purchase money from the dealer is to be decided by the United States supreme court within the next month.

PUBLIC INTEREST FIRST.

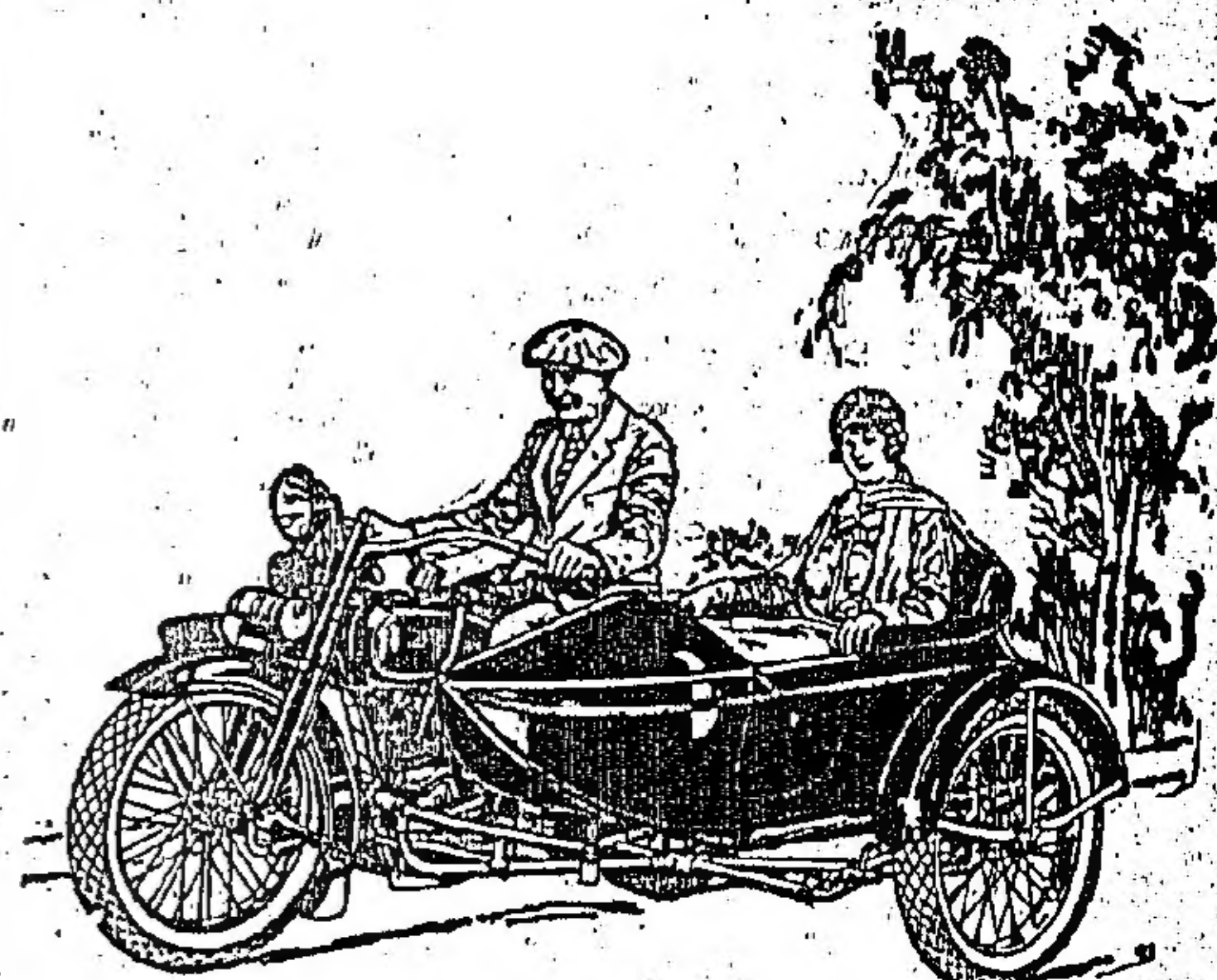
The public interest is of first importance in the regulation of commercial motor traffic, says Mr. A. G. Patterson, head of the Alabama Public Service Commission. Alleged injury of rail business by the motor vehicle should not be of itself a basis for regulation contends Mr. Patterson.

proceed by Morrison Gap Road and Queen's Road East. Cars should travel at a slow speed in the vicinity of the Race Course, and parking will be by direction of the Police on duty. This new system will simplify the journey to the races and motorists will appreciate its inauguration.

A LAMENT.

Far, far, far,
On a troublesome brute of a car.
Steaming and squeaking and clanking and groaning,
Pinking and stinking and stalling and moaning.
What do I care for the road or the scenery?
I have no eyes for the gores or the greenery.
I have no ears for the lark.
Shall I get home before dark?
Far, far, far!
What do I care for the tar?
What do I care for the mud that bespatters?
Paintwork and varnish are trivial matters.
Driving was never less fun.
Will she continue to run?
Will she hold up if I drive a bit faster?
Or will it simply be seeking disaster?
If I attempt any pace,
Con-rods may come through the base.
Pistons may seize, or I'll hear from beneath
Terrible sounds of gears shedding their teeth
So I must potter along,
Knowing that everything's wrong,
Tearing and hoping, and hoping and fearing,
Humouring engine and humouring steering,
Filled with foreboding and fearing my fate,
Gloomily filled with unspeakable hate,
Swearing an Oath with each rattle and knock,
Never again will I drive an old crook!

CYRIL A. POTTS, in *The Morris Owner*.



CLASSIEST MOUNT ON THE ROAD. THE NEW "STREAM-LINE."

Have you seen the latest, greatest motorcycle—

Harley-Davidson's 1927 "Stream-Line"? To see it is to crave to get in the saddle—to feel its pulsing, eager power. To ride it is to want it—want it for its thrilling speed, its greater comfort, its rakish, stream-line beauty.

Improvements—27 of them—make the "Stream-Line" the motorcycle sensation of years. Low hung for safety and easy control; better springs and bigger tires that give "Fullman comfort" to you and your sidecar pal; and the same economy that has made Harley-Davidson famous—50 miles for a dollar (gas, oil, tires and all)!

Ask us for a free Demonstration Ride. Get the facts about our Pay-as-You-Ride plan.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)
Telephone K1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.



Mobiloil

Make the chart your guide

"GADZOOKS! THERE IS MORE TO THIS THAN APPEARS!"

..... Shakespeare.
If you ever have the time and inclination to study the campaigns of Napoleon, distinguished for winning battles again and again with armies much weaker than those opposed to him, you will find the reason for his success in the fact that he went to infinite pains to make himself stronger than his opponent at the point of attack.

That is exactly what we have done to influence motorists to buy Gargyle Mobiloil.

Every opinion you ever form is based on your understanding of facts. If you have the facts, and by straight thinking reason logically from those facts, the opinion you form from them is right.

As we can explain facts about Gargyle Mobiloil clearly to motorists, their understanding of the facts will be the same as ours, and as we can point out clearly the conclusion to be drawn from those facts, motorists come to the same conclusion, and in so doing agree with us.

In agreeing with us, motorists necessarily endorse or accept our conclusion.

As Gargyle Mobiloil is not a by-product in the manufacture of benzine and kerosene, it stands to reason that it is vastly superior in quality to those lubricants which are simply by-products.

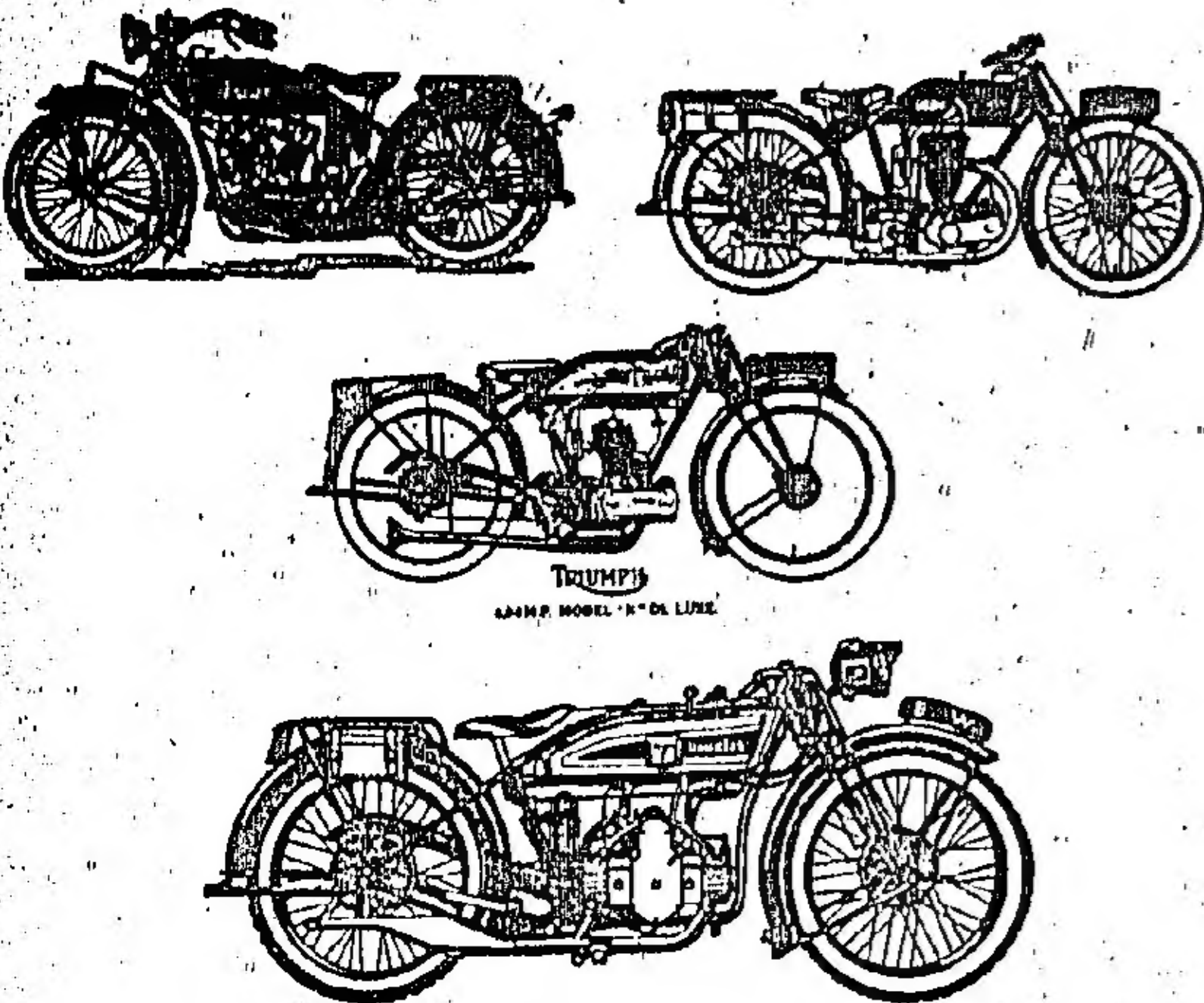
Possessing, as it does, the full lubricating properties of the crude oil from which it is manufactured, isn't it perfectly natural that it should give better service than a by-product? Isn't it natural to assume that it is capable of protecting the moving parts of your engine from undue wear? Isn't it true that undue wear necessitates replacements, and isn't it a fact that removal of parts means expenditure of money? Isn't it reasonable to assume that inasmuch as none of the original ingredients have been removed, it will last longer?

It is so easy to satisfy yourself on these points by simply draining the crankcase while the engine is hot and refilling it with the grade of Gargyle Mobiloil recommended by our Board of Automotive Engineers in their Correct Lubrication Chart—a copy of which will be mailed to you upon request.

VACUUM OIL CO.

When You Wish To Buy A Motor Cycle
Go To

ALEX. ROSS & Co. (China), Ltd.



THEY have the best lines in Hongkong.
THEY guarantee their cycles.
THEY give you three months free service.
THEY give the Purchaser the best deferred terms.
1/4 Down, balance to suit buyer.
Where can you get more for your money?

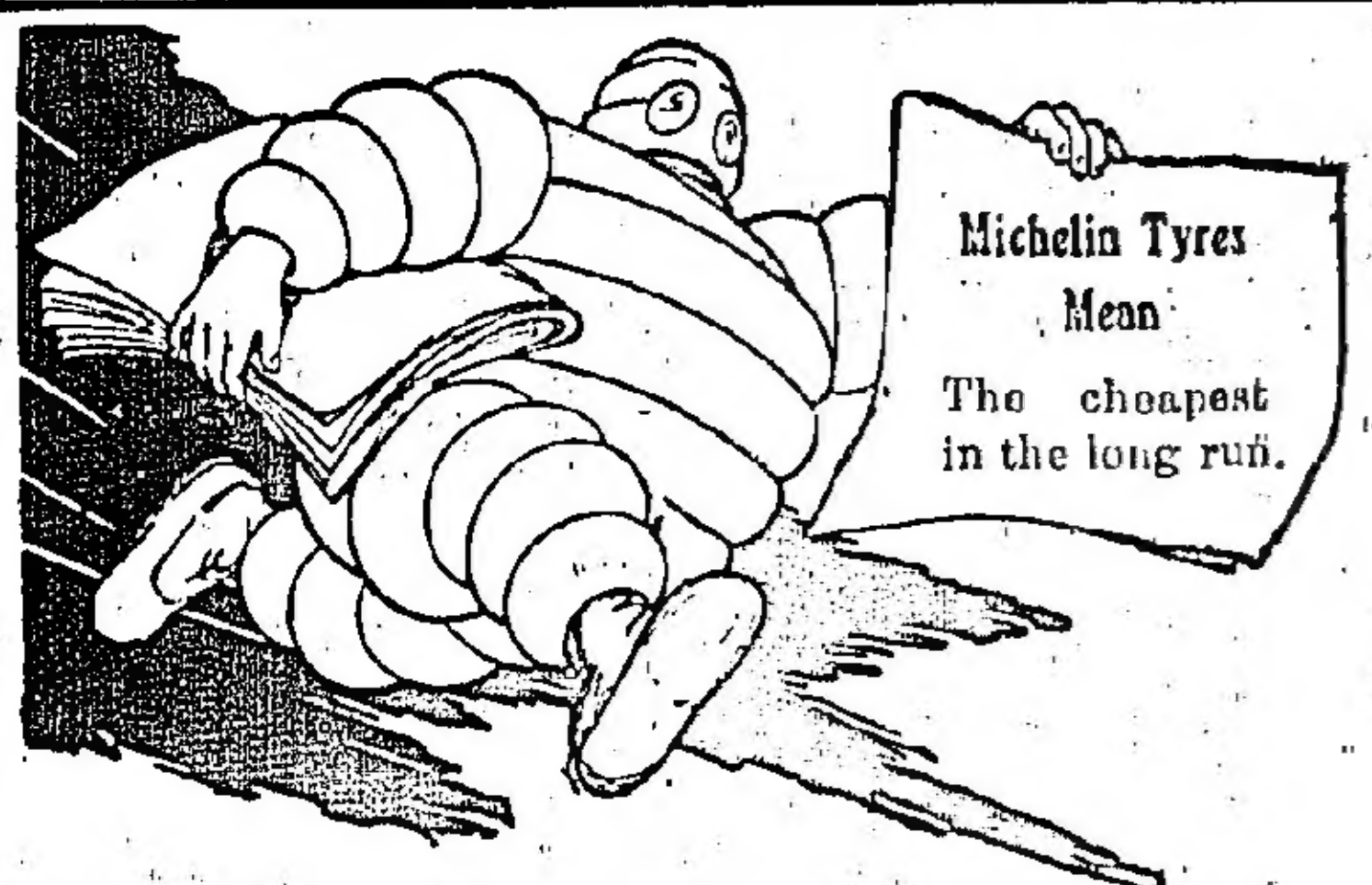
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MOTOR OIL

MODERN OILS FOR MODERN MOTORS.

"REFINED UP TO A Standard NOT DOWN TO A Price"

FUEL MAY INFLUENCE DESIGN.

CARS WITH DIESEL ENGINES.

Prominent American's Belief.

The next generation will see a decided change in motoring design, if the word of Dr. A. C. Fieldner, director of the Pittsburgh experiment station of the U. S. bureau of mines, is to be accepted.

This change will come as a result of an innovation in the use of fuel for motoring.

For the next 10 years or so, Dr. Fieldner believes, we will be able to go ahead with our present resources, depending on gasoline for fuel. But soon thereafter the oil supply will drop so that production from this source won't be great enough to satisfy the demand.

Then will come the innovations—new fuels and decided improvements, or radical changes, in motors to accommodate the new fuels.

IMPROVEMENTS ON WAY.

Engineers already are working toward this contingency. They have perfected the process of cracking so as to get better gasoline from the crude petroleum, and this better gasoline has enabled the design of a smaller type, higher speed engine.

Chemists have produced anti-knock compounds which not only increase the efficiency of our gasoline by as high as 40 per cent, but also enable the further reduction of engine displacement and increase of speed and power.

The result is that even to-day we have an engine far more

economical and yet more efficient than the motor of yesterday.

That, however, is only the beginning. Dr. Fieldner looks forward to the time when we will have to depend on other than our gasoline resources, when an entirely new fuel may revolutionize the design of our motor cars.

DIESEL MAY COME IN.

Of course the enormous stock of coal will furnish us with a large supply of gasoline from the heat treatment of this mineral. But even this will gradually decline, while other processes of making the car go will be introduced.

The Diesel is being perfected to a point where engineers already see its availability for automotive power. Thus a new motor will go under the hood, crude oil will be the motive power, cheap and highly efficient.

The steam car may return to popularity under these conditions, Fieldner believes, and we may even see the improvement of the electric storage battery to a point of smallness and efficiency that will make the electric car a greater possibility.

A German manufacturer has a Diesel engine using powdered coal for fuel, a new possibility in the automotive world. Wood is being burned in a test truck in France, and there is also the availability of coke and charcoal for the same use.

FOR HIGHER EFFICIENCY.

"The present average compression ratio of all motors sold in the United States is 4.1 to 1," states Dr. Fieldner. "The best anti-knock cracked gasolines are suitable for a compression ratio of 5.5 to 1 or more."

"As anti-knock fuels become more generally available, manufacturers of motor cars will increase compression ratios from year to year to a figure probably not exceeding 6 to 1. These higher compression ratios should result in eventually doubling the mileage per gallon of gasoline."

"Motor car manufacturers are aiding also in decreasing the fuel required per car mile by more efficient carburetor design and other changes in engine design, such as the Ricardo type of cylinder head, which reduces detonating tendencies."

"And, of course, the small light car, such as is used in Europe, must eventually come when the fuel shortage greatly increases the price of motor fuel."



Despite the improvement of gasoline for automotive fuel, Dr. A. C. Fieldner, above, head of the Pittsburgh experiment station of the U. S. bureau of mines, sees decided changes in motor design with the decrease in the supply of this fuel.

LURE OF HIGH SPEED.

Confessions of Two Famous Drivers.

In the near future, Captain Malcolm Campbell will attempt to reach a speed of 180 miles an hour, or three miles a minute, in his new 450-h.p. Napier Campbell car.

During February Major H. O. D. Segrave is to try to exceed a speed of 200 miles an hour in his new 1,000-h.p. Sunbeam car.

If either succeeds he will have travelled faster than any other human beings have ever travelled on land.

The most insistent question both drivers have been asked since the announcement is: "Why do you do it?"

It is a reasonable question. Such delicious speeds can only be achieved at great risks. And if the driver is successful, does the achievement add anything to the sum total of human knowledge or benefit the world?

With Capt. Campbell high-speed motoring has always been a hobby. As a youngster he was left a legacy which, if he so desired, made it unnecessary for him to earn a living.

He entered the motoring business because he loved motor-cars. There is no pecuniary gain for him in the present venture. In fact, he is already about £5,000 out of pocket, and even if he is successful he cannot expect to recoup himself. Having done its job, the car will be a white elephant—useless for other purposes. His minute or so of thrills while he makes the attempt will

have cost him the greater part of the £5,000.

He is making the attempt, so he says just because he has always had an ambition to travel at three miles a minute.

Major Segrave, an old Etonian and still in the twenties, is influenced much in the same way. The racing side of motoring is his hobby and not a means of livelihood. His actual occupation is technical adviser to a great firm of car makers. His reasons for risking such an adventure are quite logical.

"Why does anyone try to run the 100 yards faster than another?" he asks. "And, having done so, does the world at large benefit? Why do people risk their lives on the Cresta run?"

"Even if our endeavours do not help the development of motor cars, which I do not admit, they are surely reasonable."

The car and accessory manufacturers admit quite frankly that they encourage such achievements for publicity. To the ordinary car owner, chugging along the road at a modest 30 miles an hour, the fact that his tyres and other components of his motor-car have been bred from materials that have stood up to the terrific gruelling of such high speeds cannot fail to imbue him with a certain amount of confidence.

In their attempts to build these giants often at great cost, the makers learn many things about metal strains and stresses and other problems which do not occur when a car is built for normal uses.

Recently one firm expended £20,000 to build a car for record breaking events. And the benefits they derive from these lessons are passed on to us in the shape of better and safer motor-cars.

TRACTORS POPULAR.

A Variety of Uses.

The steadily increasing use of the tractor in commercial work has been the stabilizing factor in the tractor industry, according to reports read at the Society of Automotive Engineers' meeting recently held at Chicago.

Crop fluctuations often affect tractor sales, but only to a minor degree, reported William Parrish,

of the International Harvester Co. He pointed out that the balance of the tractor industry is maintained by commercial adoption of this vehicle and not by the farm demand.

Of the different industrial applications of the tractor, road building and maintenance claim a good share of the units. They are used in the highway department of practically every state.

One small district of Missouri operates 22 tractors, while California has recently purchased 105 vehicles of different types for road work.

The popularity of the industrial tractor is increasing in every branch of the lumber industry. From the camps to the final delivery of the finished product, the tractor has an important role.

In the coal industry, at the mines, on the loading-docks, in yards, for plant coal-piles, and often for delivering coal to customers, industrial tractors are proving time, labour and money-savers.

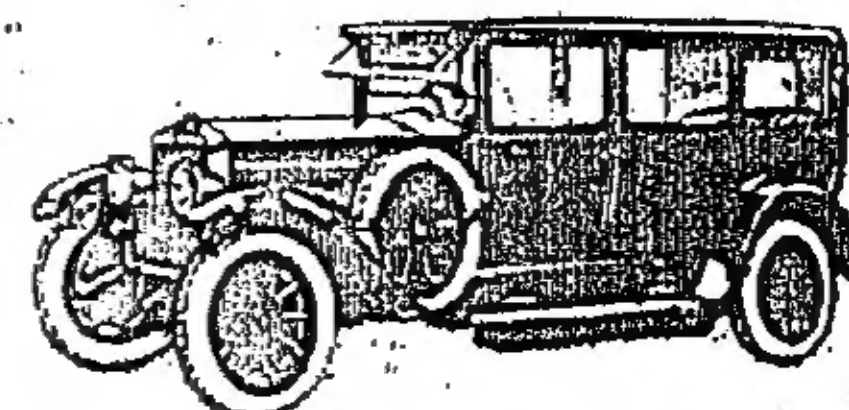
Many railroads find that the use of the tractor inside and outside their plants offers large savings.

FIAT

Deferred Plan of Payment
30% down
Balance by arrangement.

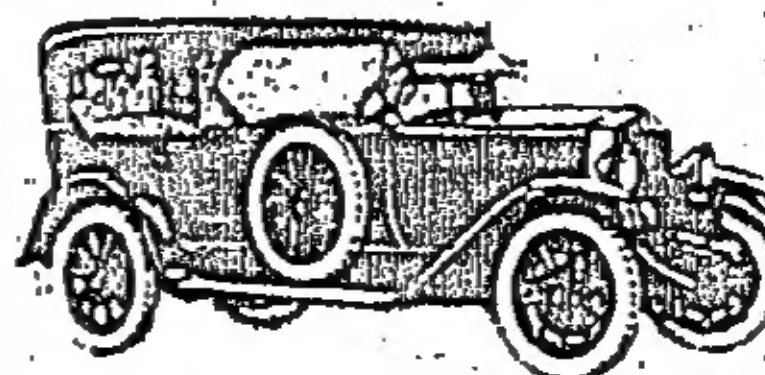
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FOR EVERY CATEGORY OF SERVICE



519. 40 H.P.

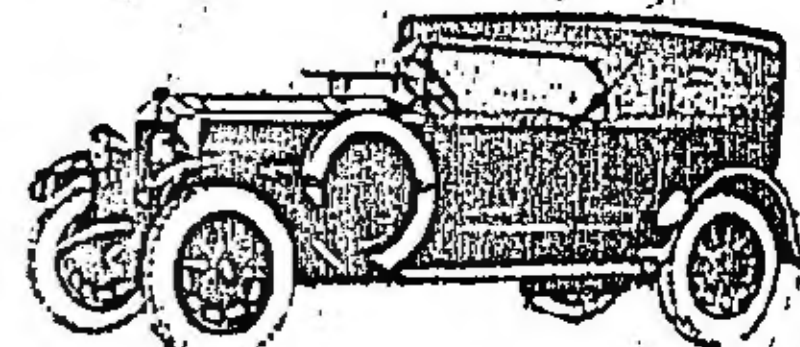
THE HIGH-CLASS CAR



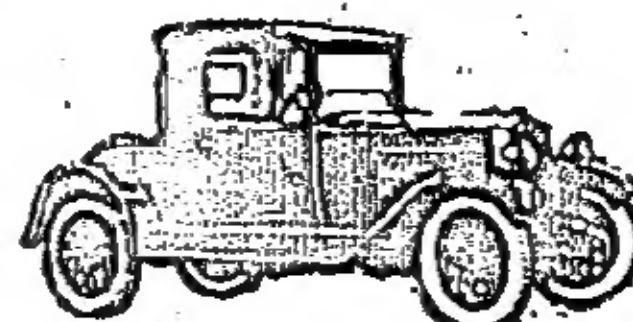
507. 15-20 H.P.

The Cars of
HIGH POWER

5/7 Seaters



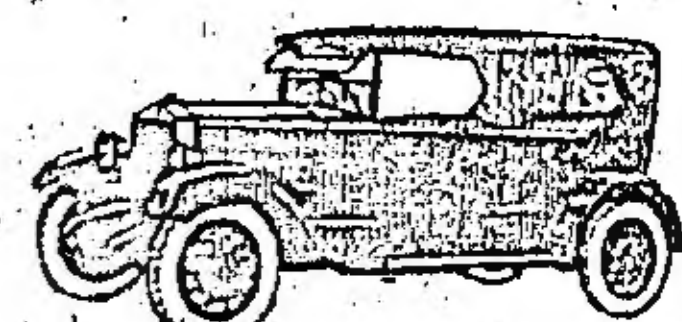
512. 20-30 H.P.



509. 9 H.P.

The Cars of
HIGH UTILITY

4/5 Seaters



503. 12 H.P.

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Managers—A. GÖEKE & COMPANY.

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China Building 3rd Floor.

TEL. C. 2221

For the first time!
Only four
oil changes
a year

It is no longer necessary to drain crankcase oil every 500 miles. Four changes of oil a year are enough, when you own a 1927 Buick.

The crankcase in the 1927 Buick is vacuum cleaned! A vital new improvement—the Vacuum Ventilator—draws all the crank case vapors out into the open before they have an opportunity to do harm.

Now, all that is necessary is to add oil occasionally and change 4 times a year, simply as a super-caution.

The problem for years has been to stop oil dilution. And now Buick has accomplished it!

Come in and let us show you the Greatest Buick Ever Built!



The
GREATEST
BUICK

EVER BUILT

THE HONGKONG & KOWLOON TAXI CAB CO., LTD.

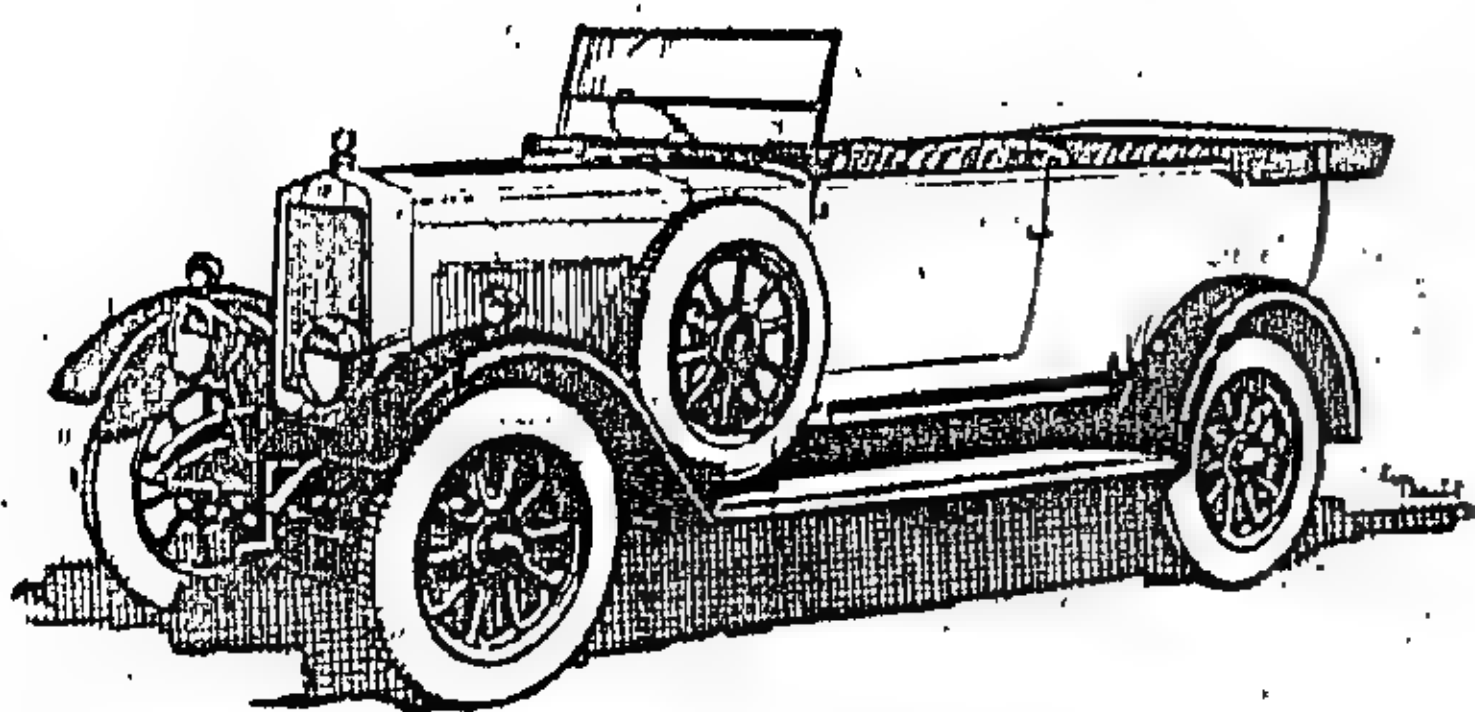
Sole Distributors for Hongkong and South China.

THE DRAGON MOTOR CAR COMPANY, LIMITED.

Authorised Sales and Service Station

Happy Valley

What Others think of—



the new "World" Morris

The very largely increased demand for the new Morris models, both at home and abroad, is in itself ample proof of their superior qualities.

Previous Morris cars were so good that they achieved overwhelming supremacy. The new models are far better. Sales figures prove it.

MORRIS

"the Wheel of the World"

from £190.

HONGKONG HOTEL GARAGE

(The Hongkong & Shanghai Hotels, Ltd.)
Car Sales and Phone Service) Phone
Accessories) C. 4759 and Parts) C. 4602

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
THE LAID-UP BATTERY.

If you lay up your car and thereby throw its battery "out of a job," don't conclude that your responsibility for it is ended, for the battery must be cared for whether it is in service or not. There is internal leakage of current in every battery, which gradually reduces it to a discharged condition and if it remains in this exhausted state long enough the acid in the plates may convert part of the material upon them to irreducible lead sulphate, which will not again become active when recharging is attempted. The capacity of the battery may thus be permanently reduced. Moreover, if a battery becomes discharged by being out of service, its liquid may become so weak in acid that it will freeze with damaging results at very moderate winter temperatures. Never lay up a battery especially in winter, unless a hydrometer test shows it to be fully charged and every month or even oftener, during its period of disuse give it a test and if the liquid in any cell is found to be below about 1175, have it recharged. This can be done by running the engine if the battery is still in the car or by a rectifier. Now that radio sets are so common the motorist, who has an A battery charger can use it to recharge his car battery. Even a few days connection with a trickle charge will freshen up a car battery that is not too far discharged. Especial care should be taken to keep the plates of a disused battery well covered with liquid by the addition of distilled water. If it is certain that a car is not to be used for months it is better to remove its battery: preferably to a heated basement or to some part of the house where it will be convenient to recharging apparatus. Of course, all bother and responsibility for a battery can be avoided by placing it on storage at a battery service station, where it will be kept on a trickle charge and will be ready for use at any time it is called for.

ADOPTING LIGHTER PISTONS.

Question:—The engine of my four cylinder car vibrates noticeably at speeds around 28 to 33 m. p. h., but this vibration is not nearly so bad at 40 m. p. h. My mechanic says that the installation of alloy pistons will overcome this trouble. Do you

advise my trying this? Would it be worth while?

Answer: Unless your mechanic has found this change to be successful in other engines like this, we should not feel like advising you to have it made. Reducing of piston weight would tend in the right direction, without doubt, but how far it would help is problematical. Your connecting-rod weight would be unaltered and the fact that this engine's crankshaft has but two bearings and is not counterweighted for running balance makes us fear that the good effect of the lightened pistons might not be sufficient to remove vibration. It might, however, transfer the vibration period to a higher speed, at which you do not drive so much. As the present sales value of this car is not great it is for you to decide how much you want to spend upon it, with no complete certainty of perfectly successful results.

SPEED AND FUEL ECONOMY.

Question:—Will an automobile covering a distance of twenty miles at a speed of forty miles per hour, use more gas than as if it covers the same distance at a speed of twenty miles an hour?

Answer: Generally speaking, yes. The average road speed of cars is considered to be somewhere around 25 m. p. h. and most of them are so designed as to give their highest gasoline mileage at about this rate, but some very powerful cars and some cars especially built for high speed give their best gasoline mileages at higher rates than 25 m. p. h.

KEEPING NICKEL FROM RUSTING.

Question:—In laying up a car, what can be done to protect the bright parts from rusting during the winter?

Answer: Giving these parts a light but complete coating of vasoline is the best precaution of which we know.

THE DERURALIZING OF BRITAIN.

The Commercial Car.

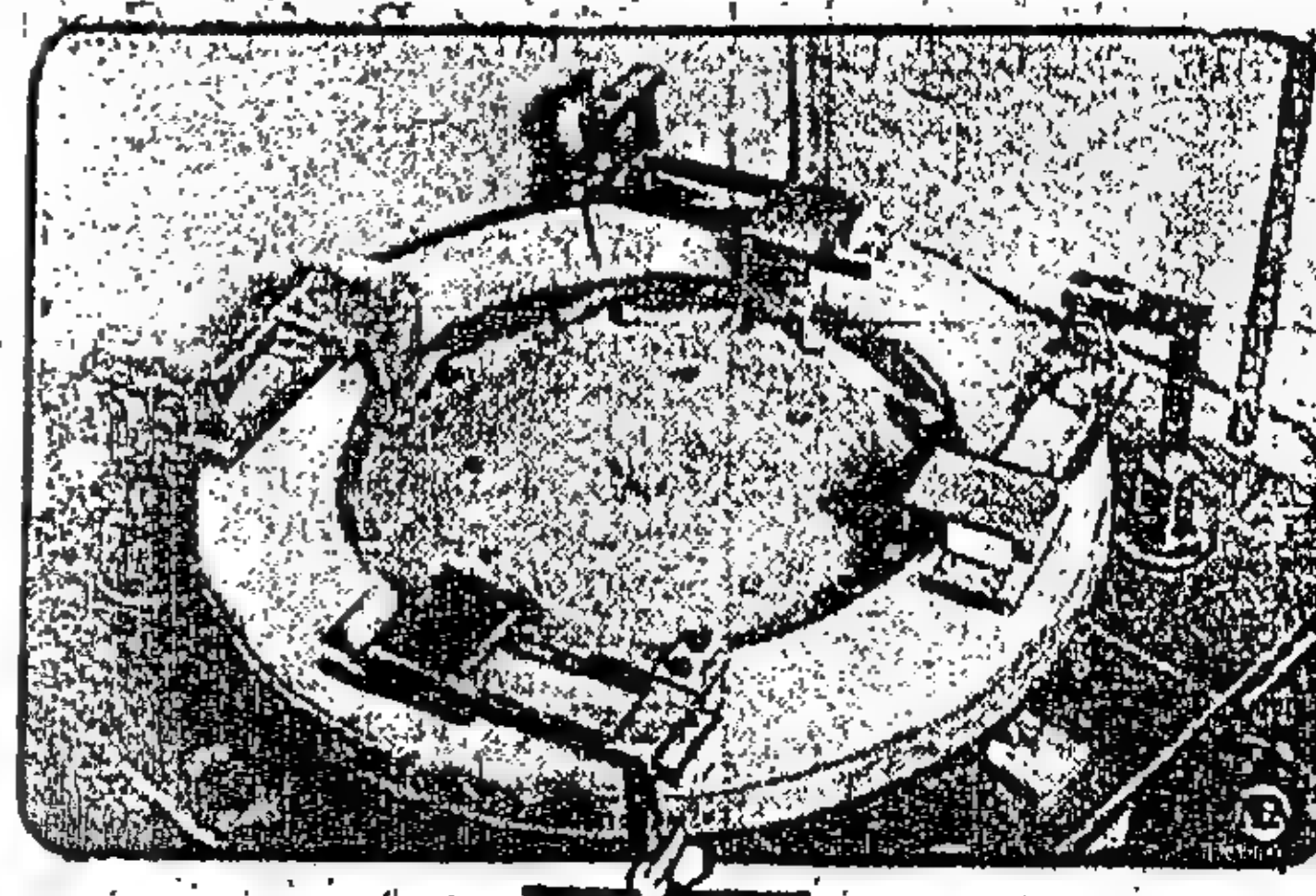
Those who love the quiet countryside of England, the spacious grandeur of Scotland, the colourful glory of Wales and the quaint charm of Ireland look upon the commercial motor vehicle as the approximate antithesis. But it does not really, says The Commercial Motor, deserve such an imputation. The goods lorry may not, when travel-stained and worn with work, be essentially beautiful; but it has romance; for it brings the products of the far-away manor and to the humblest village home; it places upon the tables of the great and the lowly luxuries otherwise unobtainable.

The bus and the coach are rapidly becoming graceful in line and tasteful in appearance and ridding themselves of the ugliness inherited from the horse-drawn vehicles of 30 years ago. At the same time, they are acquiring a new character from the better class of passenger now giving them their patronage; there is, on the whole, a greater air of refinement about them than was the case when they first came into public favour.

The user of commercial motors is a human being with as deep an appreciation of the charms of the countryside as any other wayfarer; love of sylvan scenery and pride of national possession in the historic treasures of our land are just as fully his. He, too, is deeply concerned at the threat of the deruralizing of Britain, and his voice will never fall faint in the chorus of disapproval of any threat to rob the country of any of its charm. He is ready so to shape his own course of action that it may help to conserve all that is left of the beauty and interest of our islands and to prevent incongruities and blemishes in a land that is fair to the eye and a whet to the imagination.

England's oldest steeple-keeper, Mr. Joseph Rayner, of Gee-street, Goswell-road, was 91 last month. All his life he has been connected with St. Andrew's, Holborn. For fifty-two years he was bell-ringer, and now superintends the bell-ringers and the work in the steeple.

TRAFFIC LINES PUT TO TEST.



The lines of whitewash that used to be daubed on the pavement for the guidance of motorists and pedestrians have now turned to a durable, bright white paint. The paint is put through a durability test, shown here, in which four different mixtures on as many blocks are put into an abrasion machine which imitates the conditions of the road under the wear of many tyres.

GIANT CAR PROBLEMS.

28. Dashboard Instruments.

If the ordinary motor-car owner took his place in the driving seat of the giant 1,000-h.p. Sunbeam motor-car which Major Segrave is to take to America in February for an attempt to reach a speed of 200 miles an hour and to lower all existing world's records he would find himself a little bewildered by the multitude of the instruments on the dashboard and by finding that there were three clutches to operate.

There are in all 28 dashboard instruments and no luxuries such as a clock or inspection lamp. The instruments are made up as follows:

- 6 oil pressure gauges.
- 8 Magneto switches.
- 1 magneto switch common to the eight magnetos.
- 3 radiator thermometers.
- 4 engine revolution counters.
- 4 cam shaft oil pressure gauges.
- 2 air compression gauges.

The first problem that confronts the driver is starting up his 500-h.p. engine. One of the engines is equipped with a large metal bottle containing compressed air. This bottle has pipes leading to the 12 cylinders of the engine. The compressed air is released and turns the engine over until it starts under its own power. It is then connected up to the gear-box by means of one clutch. The other engine is then linked up by means of the second clutch, and the first engine starts it up.

The driver next has to synchronise the running speeds of the two engines by means of the engine revolution in dials. Finally, when he wants to start the car he uses the third clutch by means of which the power is transmitted to the back axle and wheels.—Ex.

TO COLOUR CITY GAS.

Syracuse, N. Y., officials are planning to follow the lead of many other municipal governments and colour city-owned gas-line to prevent its use by private individuals.

THE MOTOR UNION

INSURANCE CO. LTD.

LIBERAL CLAIM SETTLEMENTS

For full particulars apply to

THE UNION TRADING CO., LTD.

Prince's Building.

Phone Central 578.

STUDEBAKER

HONGKONG DELIVERED PRICES.

STANDARD SIX

Duplex-Roadster	Gold \$1,425
Duplex-Phaeton	1,450
Coach (2-Door)	1,550
Sports-Roadster	1,550
Country Club Coupe	1,570
Victoria	1,660
Custom Sedan	1,710
Custom Berline	1,780

BIG SIX 120" WHEELBASE

Country Club Coupe	Gold \$1,800
Duplex-Roadster	1,840
Duplex-Sports-Phaeton	1,950
Sports-Roadster	2,000
Fire Chief	2,090
Victoria	2,120
Custom Brougham	2,170
Udolph Berline	2,240

BIG SIX 127" WHEELBASE

Duplex-Phaeton	Gold \$2,160
Brougham	2,440
The President Sedan	2,660
The President Berline	2,740

All prices include 4 wheel brakes spare wheel, tire and tube, windshield wiper, kindview mirror, cigar lighter, bumpers, spare horn, tools etc., etc.

THE HONGKONG HOTEL GARAGE

25, Queen's Road, Central.
(THE HONGKONG & SHANGHAI HOTELS, LTD.)

DODGE BROTHERS

PASSENGER CARS.

Roadster	G\$1,100
Special Roadster	1,150
Rumble Seat Sport Roadster	1,250
Touring (5-passenger)	1,125
Special Touring (5-passenger)	1,175
The Sport Touring (5)	1,210
Touring (7-passenger)	1,320
Special Touring (7)	1,370
Coupe	1,285
Special Coupe	1,385
Sedan	1,385
Special Sedan	1,385
The De Luxe Sedan	1,515

DODGE BROTHERS

COMMERCIAL CARS.

Chassis only (1/2 ton)	G\$ 925
Chassis and Cab complete	1,055
Express Body Truck complete	1,340
Canopy Body Truck complete	1,365
Screen Side Canopy Truck	1,380
Panel Side Canopy Truck	1,390

GRAHAM BROTHERS

MOTOR TRUCKS.

Chassis only (1-ton)	G\$1,190
Chassis with cab seat	1,255
Chassis with complete cab	1,320
Express Body Truck complete	1,515
Canopy Body Truck complete	1,560
Stake Body Truck complete	1,595

Chassis only (1-1/2-ton)	1,640
Chassis with Cab Seat	1,700
Chassis with complete Cab	1,770
Express Body Truck complete	2,020
Stake Body Truck complete	2,080

Chassis only (2-ton)	1,740
Chassis with cab seat	1,815
Chassis with complete cab	1,895
Farm Body Truck complete	2,200
Stake Body Truck complete	2,200
Hydraulic Hoist Dump Body Truck complete	2,560
1-1/2 cubic yard capacity	2,560

ESSEX SUPER SIX

MOTOR CARS.

Touring	G\$1,200
Coach (2-door)	1,250
Sedan (4-door)	1,300

HUDSON SUPER SIX

MOTOR CARS.

Touring (7-passenger)	G\$1,600
Coach (5-passenger)	1,960
Brougham (5-passenger)	2,260
Sedan (5-passenger)	2,440
Sedan (7-passenger)	2,560

PACKARD SINGLE-6

MOTOR CARRIAGES.

Phaeton (5-passenger)	G\$3,200
Roadster	3,300
Sedan (5-passenger)	3,330
Touring (7-passenger)	3,410
Coupe (4-passenger)	3,440
Club Sedan (5-passenger)	3,480
Sedan (7-passenger)	3,570
Sedan Limousine (7-passenger)	3,670

PACKARD STRAIGHT-8

MOTOR CARRIAGES.

Phaeton (5-passenger)	G\$4,400
Roadster	4,500
Sedan (5-passenger)	5,550
Touring (7-passenger)	4,650
Coupe (4-passenger)	5,640
Club Sedan (5-passenger)	5,730
Sedan (7-passenger)	5,900
Sedan Limousine (7-passenger)	6,000

The above prices are in U.S. Currency, and are for delivery ex garage, Hongkong. All prices subject to change without notice.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.
33 Wong Nei Chung Road, Happy Valley.



Protection

For light lorry service, where conditions demand extra protection and speed and yet do not justify the cost of pneumatics—this improved R-M-C Tyre is heartily recommended.

It gives protection that cuts cost of repairs, preventing damage to load; and the extra mileage reduces running cost. Can be fitted to present wheels.

As permanent fitting for one lorry or a special set to be used interchangeably, this Firestone Maxi-Cushion is most convenient and economical.

Firestone

REMOVABLE MAXI-CUSHION TYRES

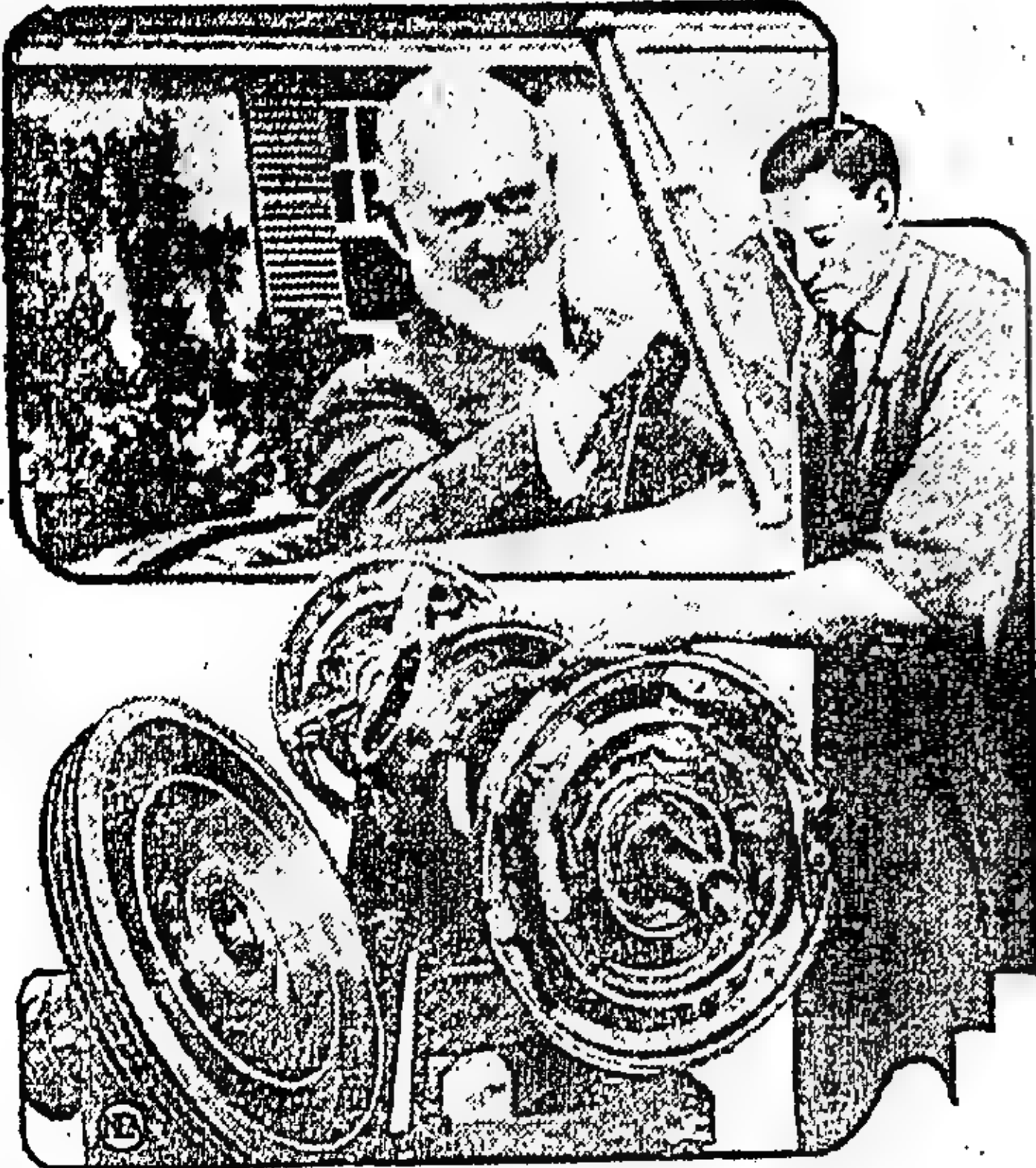
THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247
33, Wong Nei Chung Road, Happy Valley.

THE ROYCE OF ROLLS-ROYCE.

Veteran Engineer Still Going Strong.

By Israel Klein.



The eight-hour day is unknown to Mr. F. H. Royce above, who as a result of his arduous search for perfection has brought out one of the world's finest cars. Expert hand workmanship is one of his pets, as is shown by the hand fitting of the car's brakes.

High in the ranks of motordom—some put him as high as Edison in the electrical field—stands a man who is still doing a 12-hour-a-day shift, despite his 63 years. He is Frederick Henry Royce, designer and builder of one of the finest and highest priced cars in the world.

Whether in his Sussex home, or in his beautiful Mediterranean villa in southern France, Mr. Royce has a retinue of engineers and draftsmen from his English and American factories working with him over ideas which may make his fine product even better. Every plan for improvement to the least important part of his car goes to him for ratification, even today, with the result that his car is the embodiment of his own perfect self.

From the very beginning of his upward career Royce displayed his most characteristic trait—the keen desire for perfection.

As far back as 1904, he faced the cynicisms and mockery of other automotive engineers when he decided to test the newly invented process of the heat treatment of steel, in order to interlock the atoms more firmly and increase the steel's tensile and ductile strength. In the face of all this doubt, he introduced it into his product to the extent that now every piece of steel that goes into the construction of his automobile, from flywheel to the last bolt is heat treated.

STARTED WITH ELECTRICITY.

Further, the steel is forged and tested, every last piece of it.

Mr. Royce wasn't an automotive engineer at first. He was an electrical engineer, in which profession he started his little business which has grown into the large crane manufacturing business of Royce, Ltd. In those early days of apprenticeship, he worked from six in the morning to ten at night, acquiring a habit which prevails even to this day.

But the auto diverted his attention from his own work, when he considered the inefficiency of the motors that stalled in front of his home in Manchester. He decided to build a good one for himself.

IN EMERGENCY.

What Would You Do?

What would you do if a child suddenly jumped into the path of your car?

Rather a gruesome thought, but it's essential that every motorist consider it. You might not have had an accident in all the years of your motoring experience. You may be a careful, considerate driver, watchful for all emergencies.

Yet even the most guarded motorist may be surprised by the sudden appearance of a child or

the looming presence of a reckless driver's car.

Have you ever thought of such a possibility, and of yourself as the central subject? If so, have you tried to conjure up your possible reaction at the psychological time?

Training your mind to think of your actions at such an emergency may prepare if for that accident—if it ever happens.

The situation would be nothing new to you and you could handle your car properly to avoid a mishap.

Failing to plan for the worst, however, leaves the mind a blank when a serious situation arises.

ENGULFED IN QUICKSANDS.

Giant Racing Car Nearly Lost.

Only frantic efforts by fifty volunteers, combined with the help of a motor-lorry, saved Capt. Malcolm Campbell's new giant 450-h.p. racing motor-car from being swallowed up by the sands at Pendine, Carmarthenshire, this afternoon.

The monster was sinking fast, and in another minute it would have been submerged beyond recovery. In answer to cries for help from its owner and mechanic, people rushed from all parts to its assistance.

It was during preparation for the attempt to-morrow to attain a

speed of 180 miles an hour that the mishap occurred. The car was towed on to the sands behind a lorry, and in preparation for a preliminary trial had run on to planks.

The sand here varies from day to day. To-day it was in its most dangerous mood. The engine was started up, there was a loud roar, the driver let in the clutch, the monster staggered forward, lurched off the planks and came to a standstill.

Immediately it began to sink. Captain Campbell jumped out of his seat and six mechanics rushed forward. A lorry in attendance dashed up and the tow lines were run, out and attached, but the lorry, before it could be started, also began to sink into the sand.

It was then that Captain Campbell and the mechanics sent out their SOS for help. The spectators rushed up and soon you could not see the car, which was com-

pletely enveloped by willing helpers. Subsequently it was found possible to place planks under the lorry. The 25,000 motor-car was by then sinking fast. The sand was up to the car's side chassis members.

The lorry was started. "Heave!" shouted Captain Campbell, and the lorry and 50 strong men and women did their best. With a sucking noise the three tons of machinery was raised a few inches, and then the monster ponderously settled down.

"Heave again!" shouted Capt. Campbell. This time, with great effort, the motor-car was lifted out of the quicksand. The planks were placed underneath it, and later it was towed to the garage.

In another minute, Captain Campbell told me, it would have been gone. The relief was immense, for the car incorporates all the latest ideas of mechanical ingenuity which are being tested.

RUSH RUBBER PROJECT.

The \$100,000,000 rubber-growing project in Liberia sponsored by Harvey S. Firestone will be rushed to completion when it receives its final ratification by the Liberian Congress, according to officials of the Firestone Tyre & Rubber Company.

The trouble which caused the car to stop was traced to the gearbox mechanism, and the mechanics will work throughout the night in an effort to repair the trouble in time for to-morrow's attempt, weather and sands permitting.

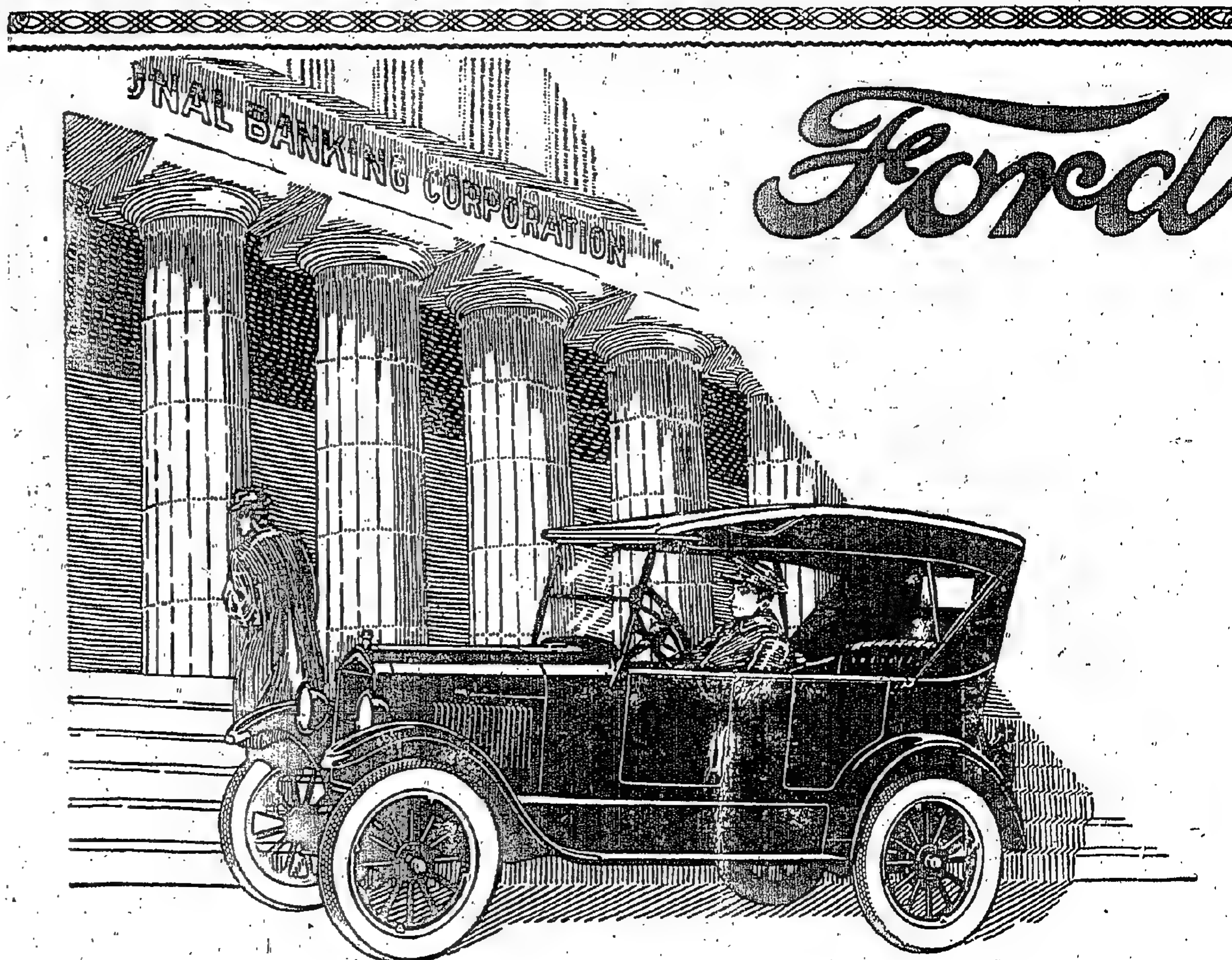
During the past year several motor-cars have been completely submerged in the sand at Pendine and at Southport, Lancashire.—The Daily Mail.

AUTOMOBILE STYLES.

French automobile designers are copying American styles, although branching off into new fields in the materials used for composite bodies, while the British are still clinging to archaic styles, high and bulky looking, says J. F. de Causse, international automobile stylist.

ROAD FUND SOURCES.

Of the \$13,400,000 spent for highways in Massachusetts during the fiscal year ending Dec. 1, \$9,500,000 came from the money paid by motorists for registration and license fees; \$2,000,000 was paid by counties, cities and towns and \$900,000 was received from the government.



DO YOU KNOW THAT—

All of the exchange brokers in Tientsin use Ford cars?

WHY?

Because they must have fast, absolutely reliable transportation; because the Ford car is easy to drive and chauffeurs are readily obtainable; because the Ford Motor Company is represented by a dealer who has a fully equipped service station and is ready at all times to give real service; because spare parts are always available at reasonable prices; because the initial cost of the Ford car and cost of subsequent upkeep is exceedingly low.

Use Good Business Judgment and use Ford Products.

BUY GENUINE FORD PARTS-DO NOT USE IMITATIONS

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TOURING CAR

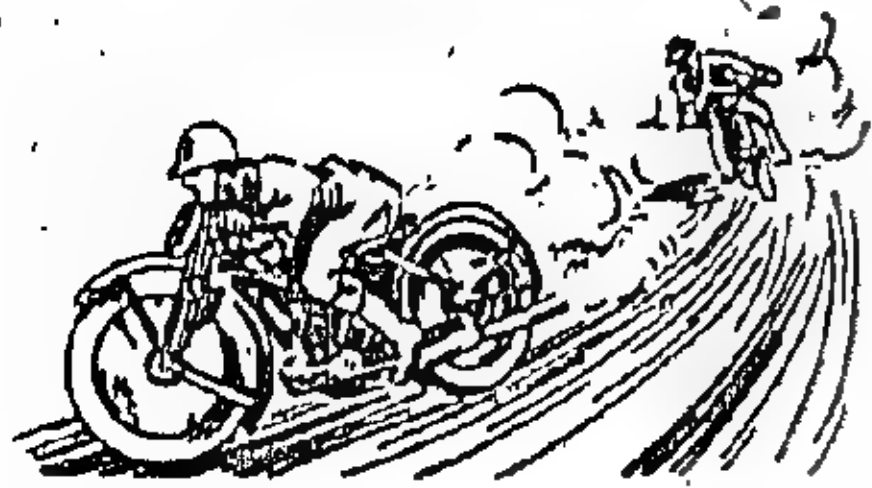
Price with balloon tyres and SELF STARTER

Delivered in Kowloon

H.K. \$ 1,220.00

Ford Motor Company

Detroit, U.S.A.



B. S. A. MOTOR CYCLES

gained the following awards in the recent English

INTERNATIONAL 6 DAYS TRIAL

SPECIAL EXHIBITION MEDAL

The B. S. A. team on 3.49 h.p. models completed the course without losing a single mark and were the only team to complete the Trial with absolutely clean sheets.

ALSO MANUFACTURERS' TEAM PRIZE
CLASS "B"

Riders of B.S.A. Motor Bicycles also gained the following awards:

10 GOLD MEDALS 1 SILVER MEDAL

THE SINCERE CO., LTD.

SOLE AGENTS.

ATTENTION

FORD OWNERS

Arrangements have now been completed whereby Ford Owners are enabled to purchase GASOLINE and TYRES AT REDUCED PRICES.

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POWERS OF NATURE

Man has never produced a power equal to the pent-up forces of Nature. Shell Motor Spirit distills direct from Nature's hands free from all impurities, and as it needs no artificial aids it retains all its natural power.

The Spirit of the Age

A Product of Nature

SHELL

MOTOR SPIRIT

"SHELL" PUMP

Situated in Douglas Street

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The Asiatic Petroleum Co. (S.C.) Ltd.

AN INTERESTING QUESTION.

Do Ex-Pilots Forget How To Fly?

By W.M.W. Thomas in *The Morris Owner*.

There is every indication that 1927 should see a comparative boom in aviation—private aviation, that is, as distinct from the subsidised air lines that operate to and from the Continent, and the many other forms of commercial aviation. Thanks mainly to the introduction of small, cheap aeroplanes (the progress of which has been very largely assisted by the enthusiasm of the Press) Light Aeroplane Clubs are springing up all over the country, and if their members are not at present extraordinary, yet in a quiet way a great deal of work is being done, and a considerable number of people are learning to fly with the ultimate object, no doubt, of one day becoming private owners of aeroplanes.

Correspondence and personal experience alike prove that among the ranks of Morris owners there are a large number of ex-officers of the R.F.C. and R.A.F., and, whatever be the attractions of motoring to keep one's interest always alive in it there is no gainsaying that once one has flown (that is, has piloted a machine personally) one's interest in aviation never dies.

From among the number of ex-pilots who have probably not flown since the war there must be many who wonder whether they have retained their abilities to handle a machine in the air. It can reasonably be presumed that these ex-pilots form a potential membership for Light Aeroplane Clubs, but the question that is always uppermost in their minds, whenever the conversation turns to aviation, is, "Have I forgotten how to fly? Could I, to-day, get in a machine, take it off the ground, manoeuvre it and land it with any degree of certainty? Or should I feel all at sea and crash it?"

It so happens that this present writer had a lapse of six years between war and private flying, and to those who have doubts on the subject his experience may be of some little interest. The matter is also quite worthy of the regard of the motorist who has never flown, and who probably has no intention of ever flying, because here, again, arises the point that if one did not drive a car for a very long period would one, on restarting again, be perfectly at home and safe on the road?

Naturally in flying one does not expect quite to retain the whole of whatever skill one had when one was used to it daily, but, thanks to the facilities now afforded, there is little or no danger attached to finding out whether one has forgotten or not, because one simply goes up in a dual-control machine with an efficient pilot who takes off and retains control until a reasonable height has been reached, when one takes over on the duplicate interconnected joy stick and rudder bar in one's own cockpit, and once again experiences the delight of feeling the machine respond to the controls. At first it is strange. Pilots develop a certain sixth sense for side-slip on turns; that is, if one uses too much rudder and not enough "bank" (the former controlled by the feet, and the latter by the lateral movement of the joystick), the machine will skid outwards. Too much bank and insufficient rudder will cause a side-slip inwards. After flying for a little time these two controls become automatically co-ordinated, and one does not actively have to think about them or to watch the instrument that tells whether the machine is side-slipping or not. It is the loss of this automatic co-ordination that the old pilot, re-learning to fly, notices immediately. The result is that instead of sitting relaxed in the seat, his whole body is tense and taut with nervous excitement, and for the first few minutes after taking over control he feels very, very much ashamed of himself for his inability to recall what was his almost subconscious sense of directional stability. There is no direct

parallel in motoring to this air-sense, unless, perhaps, we except the feeling we all develop that tells us when we are cornering too harshly, and that the wheels are at the limit of their adhesion and will skid if we do not ease either the steering lock or the speed.

THE BULL BY THE HORNS.

In re-learning to fly, the cure for this lack of a once-possessioned sense is to do a really steeply-banked turn, bringing the machine right over on its side so that the elevator acts as a rudder, and the rudder as the elevator. It required all this writer's courage, screwed well up, first to attempt this once so familiar manoeuvre; not because there was any actual danger involved (for the benefit of those to whom flying is a closed book let it here be stated that so long as one has air-space on all sides of and beneath the machine, one cannot get into any position from which an even keel cannot easily be regained), but because one rather feared that one might lose one's dignity in the eyes of the other occupant of the machine if one made a hash of it and side-slipped badly.

Actually, so soon as one felt that responsive tautness in the controls and experienced again the zest of holding the machine firmly into its turn, more than 90 per cent. of one's confidence came back. And that, probably, is the secret of re-learning to fly. After a few split-second turns all the old air-sense returns. One's hands and feet worked together automatically, and the instruments and the horizon line no longer held one spellbound.

The next mental function that had to be reborn was the faculty for judging height and distance. Naturally on the first two or three flights, when reinstating oneself into the ranks of pilots, one's instructor takes control for the landings. Those three or four landings, however, are all that is necessary, and the first "solo" landing, when one has control oneself, is unexpectedly good. One has had this confirmed by other re-learners, but to be perfectly frank, throughout the whole of one's war-time flying, landing, the actual contact of the machine with the ground, was never, even in the very early days, a matter of difficulty. If one regards the whole motion as being the same as keeping a car as close to the kerb on a corner as one can, the "landing" that seems to be regarded by so many as the most difficult thing in flying, is perfectly easy. It is simply an upwards instead of a sideways corner, and one has the necessary control of an aeroplane to effect it.

These modern small aeroplanes, too, land at speeds with which all motorists are well acquainted, so that there is no blurred vision due to unaccustomed velocity.

It took, so far as he can remember, about half an hour "dual" in the air and four landings before this present writer was re-launched on his second "first solo." That was on a 504K Avro, a very easy machine to fly. The realisation that he had "forgotten" how to fly was very complete, and was made all the more so by the collection that he had some seven years previously regarded flying that particular type of machine as a form of a busman's holiday.

As for those ex-pilots who may be thinking of joining a Light Aeroplane Club—the total membership now, in existence, by the way, is close on 1,000—need have no qualms about having lost their old abilities. One does not suggest that any war-pilot who has not flown since the Armistice would be able to land a machine in a smallish aerodrome from 1500 feet with a stalled engine on his second first-solo. But after very little flying he would have regained all his old efficiency.

Which fact, incidentally, is rather important Nationally, in case we have another war soon.

MEXICO'S NEW ROAD.

Mexico will construct a 130-mile automobile road from Perote, the terminus of the road from Mexico City, to Vera Cruz. The completion of this road will open an excellent highway from Mexico City to Vera Cruz.

HIGH TAX RATES.

Automobile production in Germany is still greatly limited to the small models due to the tax placed on horsepower. One of the small cars, which is usually taxed about \$10 in America, is taxed \$125 in Germany.

MISSOURI ROADS.

Progressive Campaign.

Since 1921 Missouri has completed 5000 miles of hard-surfaced highways at a cost of \$100,000,000. In addition to the completed highways, the state has graded, ready for surfacing, 2649 miles of roads, a considerable part of which will be let by contract in 1927.

This is a part of the 7640-mile road improvement campaign scheduled for completion by 1935. Most of the work is being done by the Missouri highway commission under the centennial road law, passed by legislature in 1921. Counties and other civil subdivisions have aided through local bond issues.

Surveyors have laid out routes over the shortest possible distances, eliminating as much as possible grades, curves, railroad crossings and bridges.

The 1500 miles of primary highways pass through few small towns. This plan was adopted on the theory that the increased traffic at these points would only result in inconvenience to motorists and to the townspeople, and possible danger to both.

By shortening the route from Kansas City to St. Louis 40 miles, there was a saving of

\$1,400,000 on this one highway. The same policy was carried out on other routes.

Two hundred and fifty dangerous railroad crossings have been eliminated in the state by the re-location of routes. Eighty-two grade separations have been constructed with the railroads, the roads paying half the cost.

With the completion of the system all grade crossings will be eliminated, through the construction of underpass or overroad crossings or relocation. The elimination of steep grades and short curves has been another accomplishment.

FRENCH CASINGS LEAD.

France continues to lead the world as exporter of automobile casings, with the United States second and the United Kingdom third, the rubber division of the Department of Commerce announces.

MORE BALLOON TYRES.

The 1926 production of balloon tyre rims amounted to 79.1 per cent. of the total rim output. This compares with 63.3 per cent. in 1925.

Prest-O-Lite

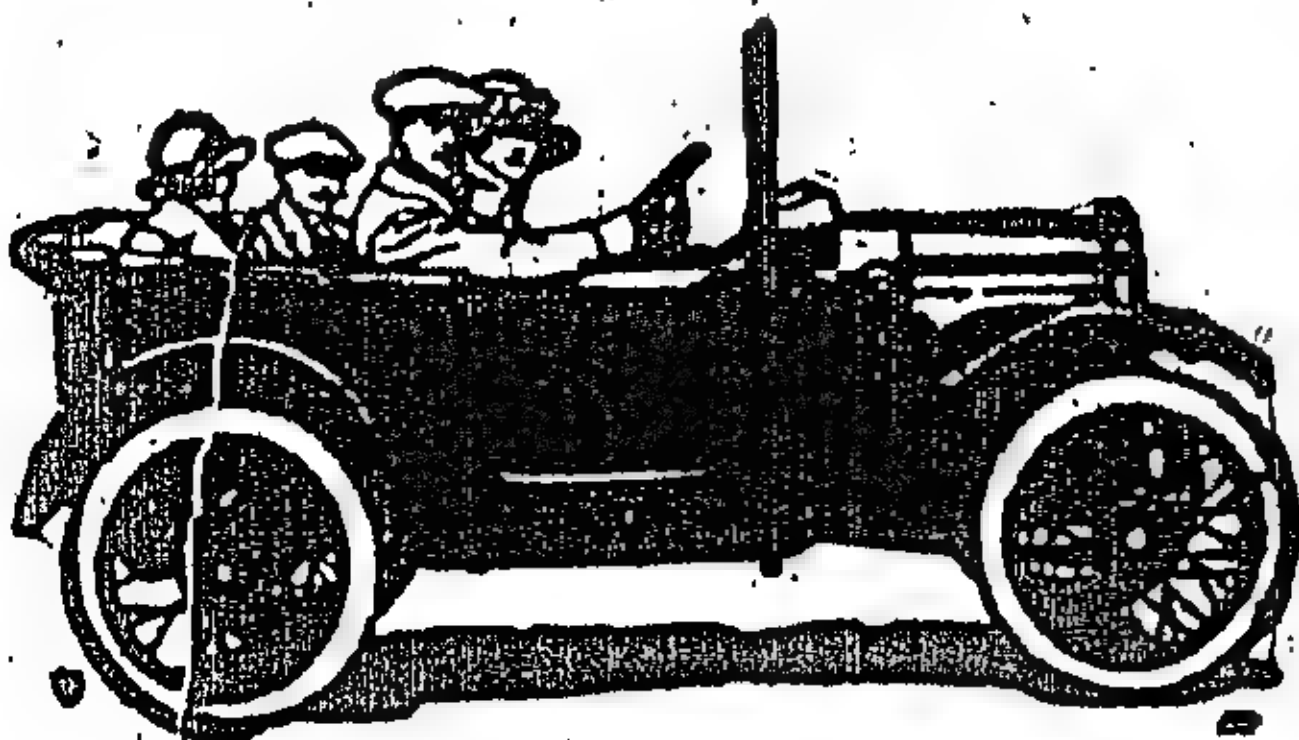
Batteries designed for your car—Stocks Carried for your convenience.

VOLTS	AMP. HOUR CAPACITY	TYPE	CASE	The Prest-O-Lite Battery for your car		REPLACEMENT GROUP
				DIMENSIONS IN INCHES L. x W. x H.	PRICE EACH	
6	15	63 MR	RUBBER	4 1/2 x 9 1/2 x 6 1/2	\$17.	CYO
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6	885	611 RHK	DO	10 1/2 x 9 1/2 x 9 1/2	\$40.	90
6	895	611 RHK	DO	10 1/2 x 9 1/2 x 9 1/2	\$40.	91
6	905	611 RHK	DO	10 1/2 x 9 1/2 x 9 1/2	\$40.	92
6	915	611 RHK	DO	10 1/2 x 9 1/2 x 9 1/2	\$40.	93
6	925	611 RHK	DO	10 1/2 x 9 1/2 x 9 1/2	\$40.	94
6	935	611 RHK	DO	10 1/2 x 9 1/2 x 9 1/2	\$40.	95
6	945	611 RHK	DO	10 1/2 x 9 1/2 x 9 1/2	\$40.	96
6	955	611 RHK	DO	10 1/2 x 9 1/2 x 9 1/2	\$40.	97
6	965	611 RHK	DO	10 1/2 x 9 1/2 x 9 1/2	\$40.	98
6	975	611 RHK	DO	10 1/2 x 9 1/2 x 9 1/2	\$40.	99
6	985	611 RHK	DO	10 1/2 x 9 1/2 x 9 1/2	\$40.	100

Prest-O-Lite

- A Few Advantages:—
- 10% Off Motor Car Insurance
 - Free Legal Advice.
 -

GET YOUR 1927 AUSTIN SEVEN NOW FOR 25% DOWN



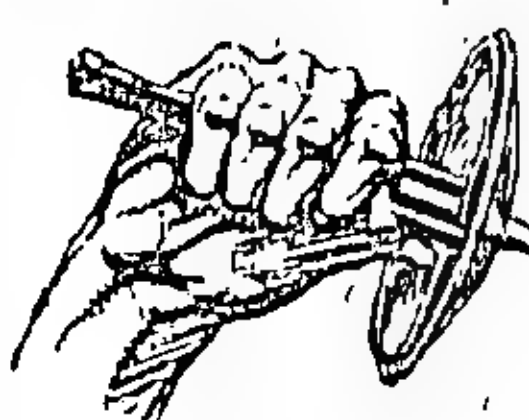
The Easiest of Deferred Terms arranged to suit your Individual Pocket.

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ALEX. ROSS & Co. (China), Ltd.
HONGKONG.

and
The Kowloon Motor Car and Cycle Exchange Co.
KOWLOON.

FLEXIBILITY



"20 Minutes a Mile
and 53 Miles an Hour."

A 14 h.p. Owner's Opinion: "We have now done about 4,000 miles and have only had to go down to bottom gear once, and that was on a really freak hill rising 1,400 feet in under a mile, with an atrocious surface. I find the maximum speed is 53 miles per hour, and for slow running I have actually taken 20 minutes by the watch to do the measured mile on Llandudno Promenade, top gear of course, and clutch or brake never touched; this is quite extraordinary for a four-cylinder car and makes it as easy to handle in traffic as a bath chair. After my strenuous tests I now have serious doubts as to whether the car's all-round performance can be excelled by any other 14 h.p. car now in the market, irrespective of price. . . . This is my mature opinion given with nearly 30 years' driving experience behind it." A. B. B. (Llandudno).

ARMSTRONG SIDDELEY

14 h.p. 4 Cyl. Models from
Sandown 4-Seater £330 Broadway Saloon £400
Family 5-Seater £365 Saloon £400
Six Cylinder Models from £450 to £1,450.
Dunlop Tyres on all models. Prices are ex works.

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DON'T LEAVE YOUR CAR IN PEDDER STREET.

THERE is no longer any reason why you should leave your car out in the street all day. Sunshine and rain alike cause deterioration, while meddling fingers are liable to interfere with it.

Within a few seconds of the centre of the City, a new garage has opened where you may leave your car or cycle with the assurance that it will be well looked after. It is located in the old Fire Station Building where there is ample accommodation.

Furthermore, an expert staff of mechanics is ready to effect any repairs quickly and efficiently.

Daytime Storage (during business hours)
All Cars.....\$15.00 per month or \$1.00 a day
Motor Cycles.....\$ 7.50 " "

THE CENTRAL MOTOR GARAGE
Old Fire Station Building, Des Voeux Road.
Telephones C. 2198 and 4921.

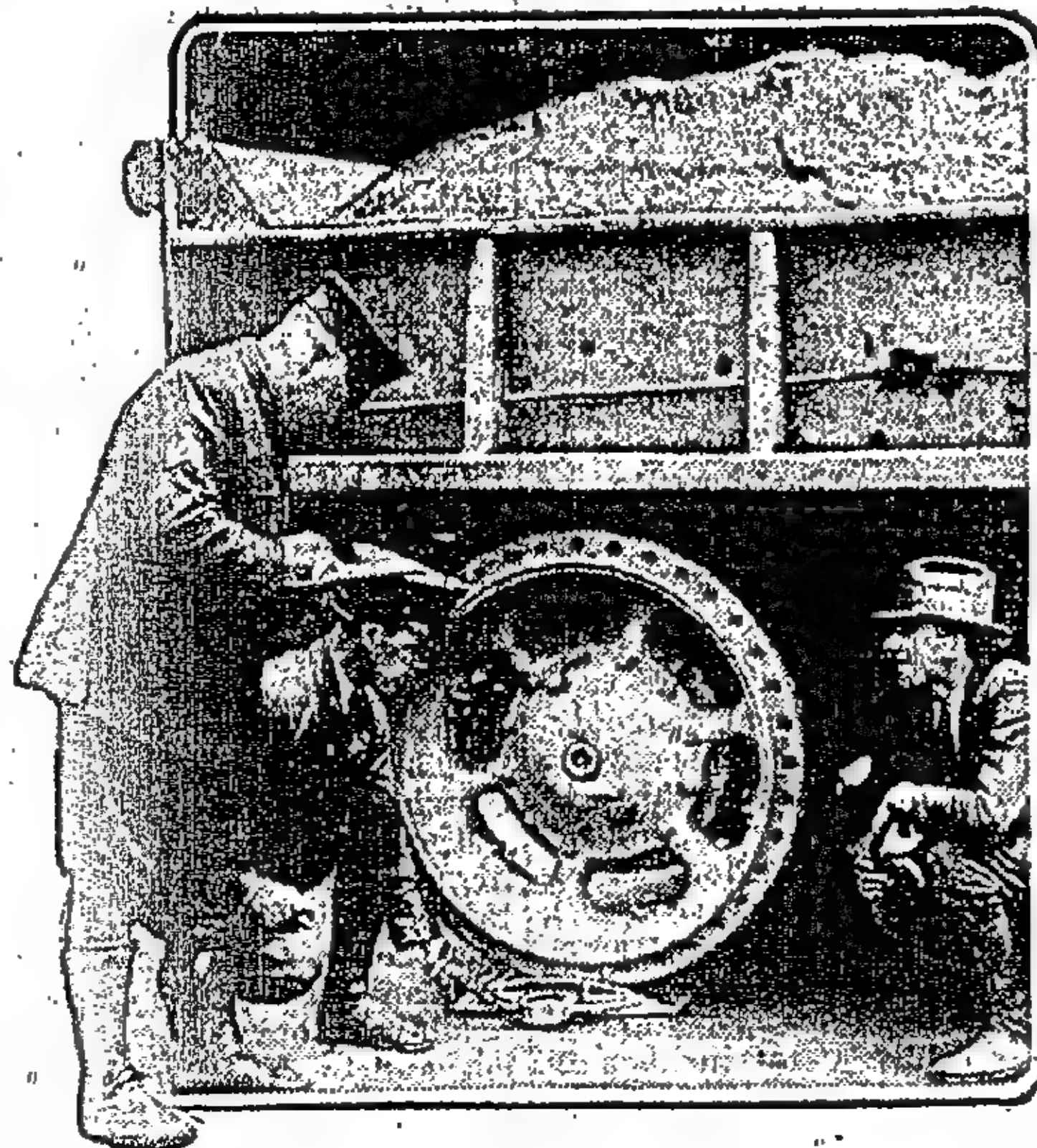
FOREIGN CAR WORKS.

RENAULT FIRM TO HAVE BRITISH FACTORY.

Following the lead of the Citroën company, another French firm of motor-car manufacturers, Messrs. Renault, propose to assemble their cars for the British market in England, says the Daily Mail. A large factory is to be built near Westfields-road, Acton,

W., and will be completed by August or September. "The reason for the move," says the general manager of the company, "is to escape the duty on foreign-made cars entering Britain. The parts of the cars will be sent over from France and assembled by British workpeople. Ultimately we hope to build cars completely in our British factory." The duty payable on imported parts is at the same rate, 83 1-3 per cent., as on complete cars.

AN EXCELLENT SUGGESTION.



Overloaded trucks are not going to ruin the fine highways of Washington, D. C., U. S. A., if the latest innovations of science and the alertness of the police can stop them. These policemen are using a "testometer" invented by the Bureau of Standards to weigh a truck suspected of overloading. The device is put under each wheel in turn and the sum of the four weights gives the total weight of the truck.

TO DIM, OR NOT TO DIM!

Hongkong Motorists' Opinions.

At the request of the Honorary Secretary of the Hongkong Automobile Association, whose letter we published last week, we have opened our columns to the question of dimming headlights. At Home, public opinion has turned strongly in favour of non-dimming, and it would appear from the views of those of our readers who have accepted the invitation to express their opinion, that a similar view is held by the majority of motorists in Hongkong.

To the Editor of The Hongkong Telegraph.

Sir,—As a motorist with considerable experience of night driving in Hongkong, I welcome the Automobile Association's suggestion that opinions should be published concerning the relative merit of dimming or non-dimming. It has to be borne in mind that most of our motoring roads are unlighted, and powerful headlights are therefore essential in order to pick up the way. When cars are passing each other, there is more need than ever for a well-lighted road, and the headlights are the only means of ensuring this. The experienced driver knows full well that it is a mistake to look into the glare of approaching lamps, and if he keeps his eyes on his own illuminated track, he can pass the other car safely although both sets of lamps are on. If, on the other hand, he is fussing about with his switch awaiting for the other to dim, he unconsciously looks towards the other glare, with discomforting result when the condition of oblivion is brought about. I therefore unhesitatingly express my opinion in favour of non-dimming.

Enclosing my card,
Yours etc.
S. T. N.
Hongkong, Feb. 8th., 1927.

Sir,—Although I am convinced that the practice of switching off headlights when passing another vehicle, is dangerous, I would suggest that cars should have their lamps so fitted that the beam is directed as far as possible on the roadway, and not up into

the air. Some lamps on the newer cars are so arranged that they can be "Dipped" when another vehicle approaches. This is quite an effective arrangement, although it causes a certain amount of bother to the driver, as in switching.

There is no doubt in my mind, but what there is a danger when two cars suddenly cut off all illumination, thus leaving the road in darkness (especially dangerous on a bend) and drivers can suit their vision to the opposite glare. I would therefore, unhesitatingly cast my vote in favour of non-dimming.

Yours etc.
SAFETY FIRST.
Hongkong, February 8th.

Sir,—If you consider a motorcyclist entitled to express his opinion on the question of Dimming, I would urge that as far as possible, headlights be so adjusted as to throw most of the beam on to the road, and that they should not be temporarily extinguished when passing motor vehicles. When riding round the Island by night, I have often felt more comfortable passing a car which did not dim, because the sudden switching off of approaching headlights produces a darkness which is most confusing. If headlights are kept full on, the motorcyclist has only to keep his eye on the extreme left of the road, and the illumination from the approaching car will prove helpful rather than dangerous.

Yours etc.
NIGHT RIDER.
Hongkong, Feb. 7th., 1927.

DRIVE TO DEATH.

Wolsey Chairman's Wife Found Drowned.

After going for a drive alone in a motor-car Mrs. Isabel Elizabeth Walker, aged 52, wife of Mr. Ernest Walker, chairman of directors of Wolsey, Ltd., the Leicester hosiery firm, was found drowned in a canal.

The car was found near a bridge and Mrs. Walker's body in the water. The spot was near the residence of Mrs. Walker's father, Mr. Robert Rowley, Glen House, Great Glen, five miles from her home in Leicester. The coroner, Mr. G. E. Bouskell, held the inquest in the house yesterday in a room overlooking a lawn where he and Mrs. Walker had often played tennis.

Mr. Walker said that his wife had been suffering from a nervous

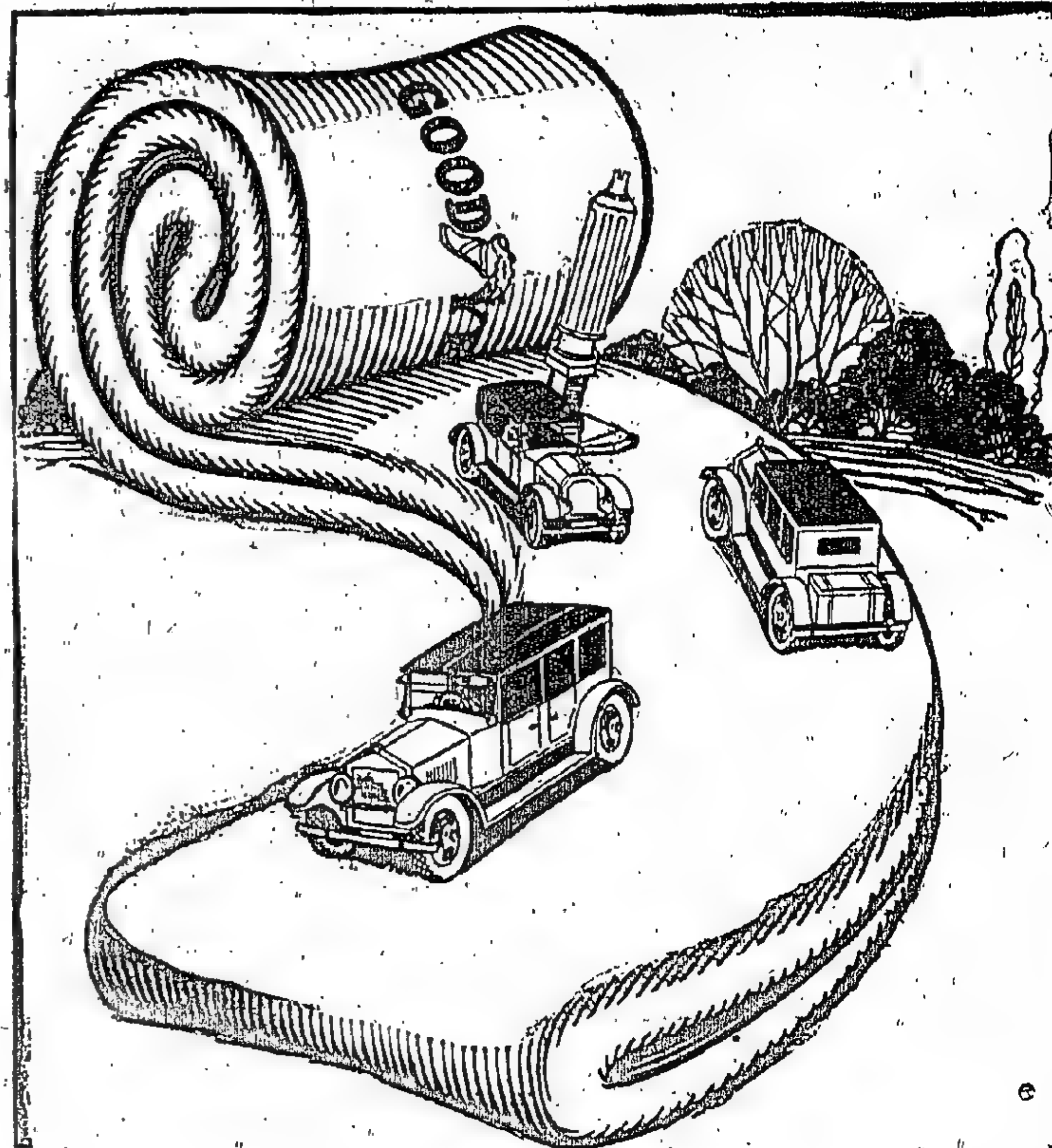
breakdown and had been very depressed since the death of her sister a year ago. When he saw her last at luncheon on Tuesday she was cheerful.

Miss Dorothy Richardson, a nurse who had been in attendance on Mrs. Walker, stated that she said, "I will go for a run in the car."

Dr. L. E. Harrison, who had attended Mrs. Walker lately, said that she had never shown any suicidal tendency. He would have thought it would have been most repugnant to her.

The coroner, returning a verdict of Suicide while of Unsound Mind, said that he was satisfied everything possible had been done for Mrs. Walker by her relatives.

Godstone headed the list of fines on motorists at Surrey police courts during the quarter ended September, when the total exceeded £6,600.



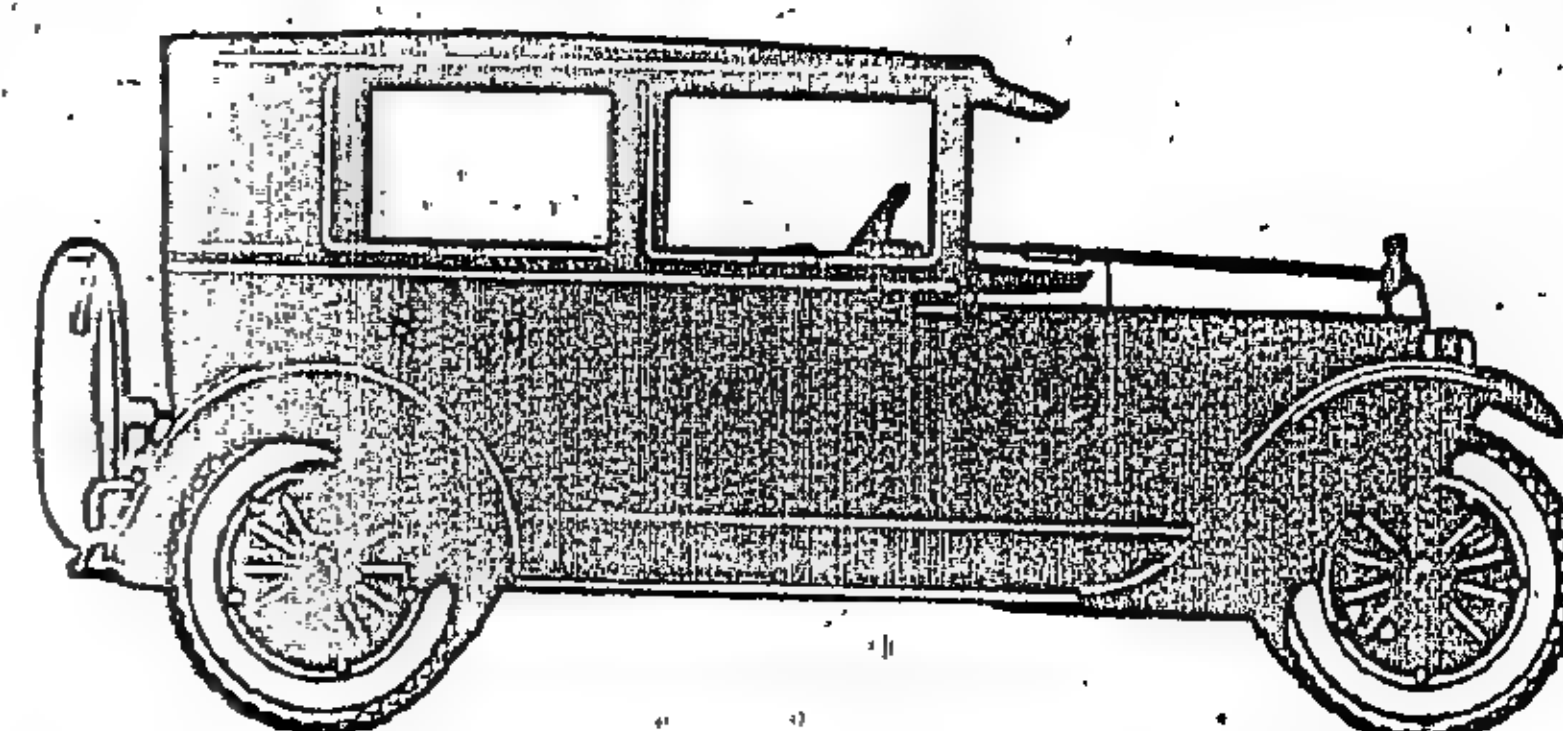
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ESSEX SUPER SIX MOTOR CARS:

Touring	£81,200.00
Coach (2-door)	£81,250.00
Sedan (4-door)	£81,300.00

HUDSON SUPER SIX MOTOR CARS:

Touring (7-passenger)	£81,600.00
Coach (5-passenger)	£81,900.00
Brougham (5-passenger)	£82,200.00
Sedan (5-passenger)	£82,400.00
Sedan (7-passenger)	£82,500.00

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For any closed car—even a "Four"—you pay almost as much as the Essex Coach costs. Yet what a difference in everything that counts—Performance, Quality, Comfort, Good Looks, and your pride in the car you own. A single ride will tell. And, in price, terms of payment, economy of operation, Essex is just as easy to own. Why accept less than a "Six"? Why not have the qualities of the most wanted "Six" type in the world.

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MIXED GRILL

A Merry Miscellany

Ashley Sterne

The New York police department has issued regulations whereby pedestrians are empowered to hold up all road traffic at authorised street crossings. They are warned, however, by the same opportunity, that such regulations do not accord them the right to "rush recklessly across roadways, or cross elsewhere than at regular crossings." My knowledge of the pedestrian side of New York street traffic has all been gathered from survivors' narratives, or from relatives of the deceased. Yet I think I have gleaned sufficient information about it to venture the prediction that quite a number of pedestrians will shortly have their licenses endorsed for furious walking.

A friend of mine who recently attended a fashionable Charleston Ball in the West End tells me that he was greatly struck (figuratively speaking) by the number of middle-aged men of his acquaintance whom he saw dancing with their daughters. I only hope that the shins of the fathers aren't visited upon their children's.

The London Underground Railway's proposal to place little baskets on all their stations is a commendable, but (I fear) impractical one, so long as human nature is human nature (and I can't see that human nature will ever be anything else). The man sucking or ankes on his way home from the city will sooner or later be called upon to face the horrible alternative of either ignoring the little basket or of missing the 6.43 connection at Baker Street, and I



think I know which he will fall for. He will have to be a bold fellow indeed who dare advance to his impatient spouse the excuse that his tardy arrival home is solely due to his inability to find the waste-orange-peel basket in time. He will simply be asking for the lichen.

The "only" practical method would be, I think, to hang a separate little litter basket round the neck of each passenger as he set foot on the Company's premises. As the old Roman philosopher, Pliny, long ago so sapiently observed: *Littera scripta manet*, which, for the purposes of this paragraph, may be roughly translated, "Every man should scrip his own litter."

A Swiss chemist has invented a process for artificially maturing cheeses in twenty-four hours. I for one am heartily opposed to this device for short-circuiting the process of Nature. Sufficient unto the day is the weevil thereof.

I learn by cable that old Professor Barmion Crumpey duly arrived at Bombay yesterday, and made straight for the cocktail bar of the Taj Mahal hotel. The procession of coolies bearing his kit was a most striking affair, resembling a compromise between a Lord Mayor's Show and a furniture-removal. The Professor himself headed the procession, carrying in one hand his bag of buns, and with the other manipulating his Bur-

mese nose-flute, upon which he tooted that seductive Indian Love Lyric "Pale hands pink-tipped, like bloaters' toes on toast."

The reception-clerk of the Taj, who had been previously warned of the Professor's arrival, spotted him coming, however, and promptly hung out the "House Full" boards, with the result that the Professor was thwarted in his ambition to stay at Bombay's crack hotel, and had to put up at the Smui—a fourth-rate establishment chiefly patronised by yogis, mahatmas, khitmutgars, and mahouts. His first act was to order a quintuple-whisky; his second, to reel to bed. Unfortunately, however, he clambered into the folds of the punkah by mistake, and became dreadfully sea-sick before the punkah-wallas discovered and extricated him.

Over the Christmas recess the Home Office has had opportunity to consider Sir Frank Meyer's widely signed petition to abolish war-time shopping restrictions. Let us all join, brother Abolishiviles, in singing this little elegy:—

No one will mourn when senseless shop-
Restrictions make their "P.P.C."
Nor will one tear in sorrow drop
O'er D.O.R.A.'s "R.I.P."

You know the present idiotic differentiation between which articles of green-grocery may and may not be sold after 9 p.m. is only one of the shopping restrictions which have made this Land of Hope and Glory the guffaying-stock of more enlightened nations. I myself am at present engaged in getting up a second petition to the Home Office, praying for a free pardon for the unfortunate fruiterer, now serving a sentence of fifteen years' penal servitude, who, owing to extremely short sight, inadvertently sold after 8 p.m. an unripe tomato in mistake for a greengraser.

My "Ode to the Old Year" has inspired a correspondent to send me the following quatrain, for which I am very grateful, as, owing to my rhyming dictionary's being used at the moment in pressing my dress-trousers, I am unable personally to supply my usual weekly versus:—

You proved old Nineteen-Twenty-Six,
As gloomy as the river Styx;
So pray we, Nineteen-Twenty-Seven,
Show us a little glimpse of Heaven!

One of our well-known Art clubs recently held a Celebration in honour of J. M. W. Turner, the famous English painter, who died just 75 years ago. This reminds me of how it is recorded of him that on one occasion, having run short of crimson paint, he utilised a letter-wafer wherewith to depict the setting sun. With so notable



a precedent before them I am lost in admiration at the restraint of our portrait-painters, who, when called upon to depict the features of certain prominent financiers, have so heroically forbore similarly to employ bananas instead of limning their sitters' noses.

BRITISH TRADE.

IMPROVED FIGURES FOR JANUARY.

London, Feb. 11.
The Board of Trade returns for January were approximately:—Imports, £113,600,000; exports, £56,422,000.

[The returns for December were: Imports £113,321,000, and exports £49,707,000, so that the January figures show an improvement.]

A GRATIFYING INCREASE.

London, Feb. 11.
The Board of Trade returns for January show a gratifying increase in British exports. The figure was the highest reached in any month

Moscow.—Balaklava, where the Light Brigade made its immortal charge in the Crimean War, is now crossed by a new electric railway, one of the few suburban electric street railway lines of Russia. Another suburban line has just been opened connecting Sebastopol with several surrounding smaller towns. Baku, the richest city of the Caucasus and centre of the great Russian oil district, has only had a street car service for three years.

since last July. Imports show an increase of only £285,000, so that the trade balance was well on the right side.—*British Wireless.*

VIVID IMAGINATION.

CONCLUDING MEETING OF MUDFORDIANS.

AGREE TO DISAGREE.

There was considerable excitement at the Mudford polling booths this morning, a special squad of "specials" being called out to stem the tide at the Central Library. Polling continues until ten o'clock this evening, the declaration to be made at 10.30 p.m.

The meeting of the Ratepayers' Association was packed last evening, and under the controlling influence of Mr. J. H. Hunt, F.Z.S., proceedings were a little less rowdy than formerly.

The Moderate Party had the first say, and expressed confidence that they were to get the last say. Mr. Councillor E. R. Price outlined the Party's proposals to make Mudford brighter for Mudford people, and urged that the time was not ripe for casual visitors to receive the first consideration of the Town Council. He spoke at length on the Workers' Educational schemes, and remarked that the Socialists had demonstrated the need for the measure.

PARTIES SLATED.

Mr. Keates slated both parties vigorously, stating that the Moderates in the election had had to subordinate the advancement of their policy to the saving of Mudford from the bug of squandering which had affected the Progressives and the extremism of the Socialists. He ridiculed the payment of £2,000 to an M.O.H., remarking that the lucky man would be more aptly termed a Medical Officer of Wealth. In fairness to the Socialists he had visited the lady they proposed as M.O.H. and though he was sympathetically inclined he was afraid that her experience was not sufficient.

Dr. Ashton, in support, said that he had always thought that lady doctors were definitely excluded from Guy's Hospital and while perhaps the Socialists had not made a deliberate mis-statement he thought the matter required a further investigation. As to the Moderate policy he drew the analogy of the doctor's difficulty when dealing on the one hand with a faddist and on the other hand with a glutton. Every-one knew that the happy mean between the two was the high road to health.

Mr. Walker promised road improvement—a very necessary thing. Half the unemployment was due to the bad facilities for travelling which hampered fish deliveries.

PROGRESSIVES CONFIDENT.

The Progressive Party next took the platform, and again urged that their policy was the only one which was likely to prove of benefit to Mudford. They were confident of the success of their schemes. Mr. Councillor T. J. Price made a forceful appeal on their behalf, and mentioned that in the Progressive Party they found a combination which could not be found anywhere outside Mudford, a party which embraced the highest ideals of Progression, the highest ideals of Socialism, and the one sound plank in the Moderate platform.

Mr. E. Sewell and Mr. A. McArthur also spoke.

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"Nicholson" Overcoats

The world famed garment, made of light weight woollens, Raglan sleeves, smartly tailored. An ideal coat for spring wear in Hongkong. Prices from \$35 to \$45.

"Deemster" Pullovers

Just arrived, in a fine fabric and lovely color combination. The newest pattern on the market, that surely must be seen to be appreciated. Full range of sizes. Prices from \$7.50 to \$16.00.

"Braemaer" Sweaters

All wool, soft and smooth, good looking, durable—of deserved high reputation. An excellent value. From \$9.50 to \$15.50.

The Sincere Co., Ltd.

The "Hongkong Emporium"

The Socialists held a lively platform at the close of the proceedings. Comrade Dand described all previous orations as dull drivel by smug well-to-do wasters. The workers needed assistance long before outside persons wanted pump-water from a pumphouse.

Mr. Joe Long, denied Bolshevistic tendencies by tearing up a cheque for £500,000,000 from the Societe la Bolshevika in full view of the audience. He was all in favour of Socialism.

JAM AS WELL.

Comrade Munn said that hot-air speeches by the Progressives, and big ideas from little men in the Moderates, would not put butter on the bread of the workers. If they voted for Long and Munn they could have jam as well. The first patient for the M.O.H. would be Mr. Councillor T. J. Price. He was possessed of a vivid imagination, but green snakes, blue posters and red hair did not blond. The Progressives wanted cars and charabancs to come to Mudford creating Hades, with klaxons and horns. They must remember that a noisy noise annoys an oyster, and cars would jigger up Mudford's food and his living. The Progressives talked of loans and shares, the pet occupation of the flippant flickers of cigar ash. If Mudford gave way to them they town with a permanent wave in his sideboards.

Sticky questions were put to the Parties, who afterwards left, the Progressives for bed, the Moderates for the deoch an doris, and the Socialists for the Working Men's Club.

London.—Let every person keep his nose to himself, is the urgent demand of a campaign being waged by Prof. A. M. Low, one of the most original of modern British scientists. Prof. Low is the inventor of all sorts of silencers, including "baby silencing" apparatus for the home.

TRAFFIC OFFENCE.

PRIVATE CAR USED FOR PUBLIC HIRE.

A Chinese driver, who used a private car for public hire by taking two Chinese visitors round the island at a charge of \$5, was arrested by Traffic Sergeant Hopkins yesterday, with the result that he appeared before Mr. Schofield at the Central Police Court this morning. Sergt. Hopkins said that the two visitors arrived from Swatow and were walking along Des Voeux Road when they were approached by the defendant who asked them if they wanted a car. Eventually they agreed to take a ride round the island at the price of \$5. When they returned, he (Sergt. Hopkins) stopped them by the Western Market. After some argument, the defendant produced the \$5 from one of his stockings. He added that the owner of the car had not put in an appearance. The defendant, who admitted the offence, was fined \$20, and his license ordered to be returned to the passengers.

FROM BUENOS AYRES TO CHICAGO.

Ottawa.—One of the most exacting long-distance riding tests to which man and beast have ever submitted themselves is now almost one-third completed—a horseback journey from Buenos Ayres to Chicago and New York. The enterprising rider is called A. F. Tschiffely, and he is using as his mounts two Criollo horses, a famous South American breed. The adventure has the backing of the Argentine Government, who have instructed their diplomatic representatives to facilitate it in every possible way. Tschiffely, who is of Swiss descent, is thirty-one years of age, and was formerly connected with the English-American College in Buenos Ayres.

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and

A joy to the eye.

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guarantees these qualities to all who make their purchases there, and in addition a courteous and obliging service.

22, DES VOEUX ROAD (NEXT TO WHITEWAYS) TEL. CENTRAL 492.

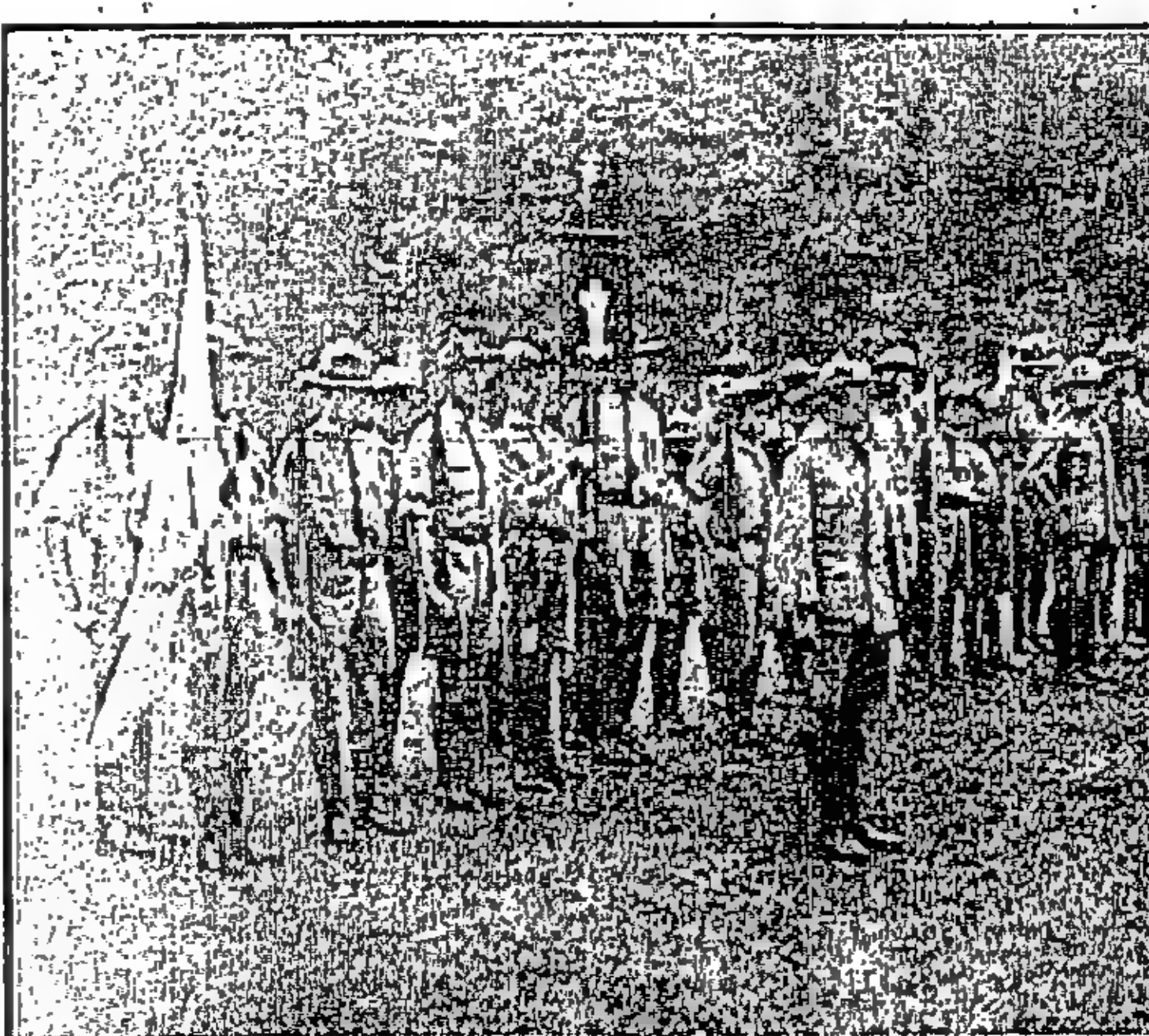
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TEL. 52 Central)

H.E. THE GOVERNOR REVIEWS LOCAL BOY SCOUTS.



His Excellency the Governor inspected the various Hongkong Troops of Boy Scouts at Government House on Wednesday evening. On the left is seen the 20th. Troop with the coveted Prince of Wales' Banner; in the centre is seen His Excellency with Rev. G. T. Waldegrave (Commissioner) and Capt. Steele, A.D.C.; whilst at right, His Excellency is seen presenting the Banner. (Photos: Ming Yuen).

THE CHINA SQUADRON.

APPOINTMENTS TO EIGHTH DESTROYER FLOTILLA.

The following appointments to the vessels of the 8th Destroyer Flotilla (Captain M. R. J. Maxwell Scott, D.S.O.), were announced by the Admiralty on Jan. 7.—Commander P. R. P. Percival, to Serapis, in command, and H. E. Snapp, to Thracian, in command; Lieut.-Commander J. P. White, to Bruce; Lieutenants P. H. S. Reid (for gunnery duties), H. G. St. Bury (for torpedo duties), K. S. Colquhoun and E. A. C. Ball, to Bruce; M. S. Thomas and J. Fair, to Thracian; C. J. Griggs, to Serapis; C. J. Skrine, to Sirdar; E. R. Conner, to Seraph; F. C. Mott, to Somme; B. Colley, to Sepoy; G. R. Fletcher, to Sterling; and C. H. Thomas, to Stormcloud. Sub-Lieutenants C. T. Collett, to Serapis; L. G. Durlacher, to Sirdar; T. G. Carey, to Seraph; M. A. C. H. Hardcastle, to Somme; W. B. Monk, to Sepoy; and B. L. Turner, to Sterling.

The Admiralty on Jan. 7 notified the appointments of officers to the destroyers Wanderer and Wolterine for passage to China, where these vessels will be exchanged for the Wolsey and Woolston, of the 3rd Destroyer Flotilla. The Wanderer and Wolterine are really resuming their service in the flotilla. When the 3rd Destroyer Flotilla was ordered to the Far East the last-named ships were undergoing large repairs at Malta, and their places were taken temporarily by the Wolsey and Woolston. Lieut.-Commanders H. T. W. Pawsey and L. V. Donne, D.S.O., have been appointed to command the gunboats Aphis and Ladybird respectively. These two vessels were last used on the Danube, and are at present undergoing repairs at Malta.

COMPANY REPORT.

HONGKONG ELECTRIC CO., LIMITED.

At the forthcoming annual meeting of the Hongkong Electric Company, Ltd., to be held on March 5, the Board of Directors will recommend that the balance available for distribution be disposed of as follows:

To pay a dividend of \$2.50 per share on 300,000 shares	\$750,000.00
To place to Reserve	500,000.00
To carry forward to next account	33,204.57
	\$1,283,204.57

EMPIRE AIR LINKS.

"CLAPHAM JUNCTION" OF THE SKY AT CAIRO.

Important official plans are in hand for a series of further Empire flights which will pave the way not only for a regular 12,000 miles All-Red airway from London to Melbourne, Australia, but also for an 8,000 miles route from London to Cape Town.

Final plans are being made for Air Commodore C. R. Samson, one of our earliest heroes of the air, to head a flight of powerful Fairley-Napier machines on an aerial journey from Cairo to Cape Town. The feature of this new flight, which will be made in March, will be the fact that machines of the South African Air Force, setting out to greet our R.A.F. craft, will meet them at Kisumu, and proceed with them to Cape Town.

New giant air-boats are under construction for another vital Empire air plan. These machines, carrying 15 passengers in luxurious saloons will be specially suited for flights across the Mediterranean or eastward from Calcutta to Singapore.

A Wonder Air-port.

As soon as they are ready it is the intention to forge with them, experimentally, several essential above-water links on the great trans-Empire route.

Passengers from London, flying, probably to Marseilles, will pass above the Mediterranean in these winged ships to Cairo, which, as our "Clapham Junction" of Empire airways, will become one of the wonder air-ports of the world.

Then land-planes will whirl them to India and across to Calcutta; after which air-boats of this Empire type, metal-built and driven by powerful engines, will continue on eastward until a junction is effected with aircraft which the Australian authorities, operating in collaboration with our Air Ministry, will send in pioneering flights toward the Mother Country.

Just as a regular commercial service has followed the institution of the R.A.F. Cairo-Bagdad air mail, so it is believed that these further experimental flights, conducted at first officially, will blaze the trail for a complete linking-up airway across the Empire.

LAWN TENNIS.

DRAWS FOR OPEN CHAMPIONSHIPS.

The draws for the open championship singles and open championship doubles in connection with the annual lawn tennis tournament on the Hongkong Cricket Club ground are as under:

March 11: Yew Man-tsun bye v. T. D. E. Pendered bye.
March 11: Lu Tak-cheuk bye v. J. W. Leonard bye.
Ng Sze-kwong, bye, to meet winner of the following tie on March 14:
March 3: Major W. B. Stevenson v. S. A. Hussain.
March 3: Lu Tak-lam v. C. W. Cheng.
March 3: E. C. Fincher v. M. K. Lo.

(March 15: above 2 winners meet.)
March 3: F. B. Grese v. Hung Hwai-chen.
March 4: D. S. Green v. F. A. Redmond.

(March 16: above 2 winners meet.)
(March 4: N. Trumbitzky v. Capt. E. H. Jacobs Larkcom.
March 4: F. R. Remedios v. W. J. Howard.

(March 18: above 2 winners meet.)
March 4: Lau Man-kwong v. H. R. Edwards.

March 7: T. Edo v. A. B. Raworth.
(March 17: above 2 winners meet.)
March 7: H. D. Rumjahn v. H. Unotorn.

March 7: H. Akiyama v. G. Miskin.
(March 17: above 2 winners meet.)
March 7: S. Fujita v. Horace Lo.

March 8: S. S. Hussain v. W. B. Cornaby.
(March 16: Winners to meet.)
March 8: J. Cassumbhoy v. T. Sajiki.

March 8: T. Honda (holder) v. E. C. Howard.
(March 18: above 2 winners meet.)
March 8: I. M. Razack v. S. E. Green.

March 9: Yew Man-kit v. Ng Sze-cheung.
(March 21: above 2 winners meet.)
March 9: Lim Peng-ahn v. Col. C. Russell Brown.

March 9: T. Ema v. Dr. D. J. Valentine.
(March 21: above 2 winners meet.)
March 9: Cheong Tuck-wing v. Rev. F. R. W. Alexander.

March 10: M. W. Lo v. Major C. Willson.
(March 22: above 2 winners meet.)
March 10: F. T. Orr v. C. C. Stark.

March 10: F. T. Orr v. C. C. Stark.
Capt. E. W. Morris, bye, to meet winners of former tie on March 14.
March 23: S. A. Rumjahn bye v. A. H. Crook.

March 11: C. Chon bye v. R. M. Henderson.

Open Doubles.

March 14: Major W. B. Stevenson and Rev. F. R. W. Alexander, bye v. Capt. E. W. Morris and Lt. Sturgess, bye.

March 14: Yew Man-tsun and Yew Man-kit, bye v. J. Abe and H. Unotorn, bye.

March 15: E. G. Howard and Capt. E. H. Jacobs Larkcom, bye v. Cheong Tuck-wing and Hung Hwai-chen, bye.

March 16: F. A. Redmond and Dr. R. E. Tottenham, bye v. A. K. Mackenzie and A. C. I. Bowker, bye.

March 15: Ng Sze-kwong and Ng Sze-cheung, bye v. Major C. Willson and G. R. Sayer, bye.

March 16: R. K. Valentine and Dr. D. J. Valentine v. M. W. Lo and C. Chon, bye.

March 18: R. F. Strange and D. S. Green, bye v. S. E. Green and W. Hyde, bye.

March 10: T. Ema and E. Edo v. F. J. Remedios and C. A. Barretto.

March 11: T. Honda and H. Akiyama v. Dr. J. R. Craig and W. L. B. Sparrow.

(March 16: above 2 winners meet.)
March 10: L. M. S. Lloyd and W. A. Nowers v. H. D. Rumjahn and S. A. Rumjahn.

Lu Tak-cheuk and Lau Man-kwong, to meet winners of former tie on March 21.

March 17: S. S. Hussain and S. A. Hussain, bye v. J. W. Leonard and N. Trumbitzky, bye.

March 17: H. J. Armstrong and S. M. Gerard, bye v. M. K. Lo and Horace Lo, bye.

March 18: Y. A. Wahab and S. A. Hamid, bye v. R. M. Henderson and A. Brearley, bye.

March 23: Col. C. Russell Brown and L. Foster, bye v. E. Grimbale and H. Owen Hughes, bye.

March 21: E. D. Sousa and F. Prata, bye v. N. Evans and A. H. Crook, bye.

March 23: I. M. Razack and J. Cassumbhoy, bye v. T. D. E. Pendered and G. Miskin, bye.

March 22: E. C. Fincher and E. F. Fincher v. A. B. Raworth and J. D. Humphreys, bye.

British Lady Players.

London, Jan. 22.—The British Touring Lawn Tennis team beat the Western Province by 5 matches to nil.

Miss Joan Fry beat Mrs. Pitt, 6-2, 6-3. Mrs. Maltquham beat Miss de Smidt, 6-3, 6-3, 6-4.

Miss Joan Fry and Miss M. Watson beat Mrs. Greenhalgh and Mrs. Gregg, 6-3, 6-1.

Miss Harvey and Mrs. Maltquham beat Mrs. Pitt and Miss Douglas, 6-0, 6-0.

Miss M. E. Dix and Miss P. Saunders beat Miss Fraser and Miss De Smidt, 6-0, 6-4.

While hunting with the Cottosmore Foxhounds, Rutland, Miss Yorke was thrown into a ditch and had her arm broken when her horse fell.

The Astoria, London's latest palatial cinema, dance saloon and cafe in Charing Cross Road has been opened.

SCOTS ON "SCOTLAND."



Three good reasons why the Empress of Scotland was not named in vain! They are all laddies of the land of heather and cakes: Chief Engineer A. E. Philp, Commander R. G. Latta and Staff Captain R. N. Stuart, V.C., D.S.O., R.N.R.

BETTING DUEL.

HIGH STAKES AT MONTE CARLO.

A large crowd of British and other visitors at Monte Carlo, recently watched a thrilling roulette duel between a well-known English nobleman and a Pole of distinguished appearance.

It results in hundreds of thousands of francs passing to and from the bank in the biggest staking on the wheel so far this season. Of the two rivals, the Briton is known as one of the heaviest of Monte Carlo's regular winter gamblers.

He is credited with working on a system as regular as the legal system of the Medes and Persians—whatever number or combination he first decides on, he does not alter it.

This system of consistency has before been watched by the frequenters of The Rooms; and the systematic Englishman's game generally brings over a large circle of spectators.

Pole's Game of Contraries.

When the Briton stakes four mille-plaques (4,000 francs) on the third dozen, the Polish player, who had evidently been waiting for him, staked exactly the contrary—4,000 francs on the first dozen, with the second dozen a kind of "No Man's Land" between them.

After winning the coup, the Pole waited for the English player's next stake.

Then the Pole repeated his performance, as if in direct challenge, backing the very opposite.

The Briton's parry of a doubled stake after his second loss was instantly met by the Pole with a riposte of a full maximum—which he won with number eight.

Bank Wins for a Change.

Then followed a duel between the two men, each playing maximums against the maximums of the other.

Five times the Pole brought off his riposte, and was winning 600,000 francs (25,000 according to Casino rate of exchange) when the second dozen of "No Man's Land" turned up twice in succession, and both the rival visitors lost their stakes.

Turning to his wife, after the second loss, the Pole announced, in perfect English:—

"If I lose this next spin I throw in. You take these."

And he handed over a huge wad of mille-notes.

Nine La Polonoise Wins.

"I've got them—tight," replied madame from Poland, amid a ripple of laughter; and she stuffed the thousand-notes into her hand-bag.

Twenty-two (the second dozen) turned up, the bank winning again.

The Pole kept his threat, and walked off.

But he (and his wife) took away over £1,200; while the player from England had not yet experienced a single winning coup.

He had lost, perhaps, £1,000 in that little duel.

JAKE GROWS UP.

BOY "STAR" A MILLIONAIRE AT TWENTY-ONE.

The last picture in which "Jackie" Coogan will star has been completed by Millard Webb, the celebrated motion picture director.

This story, "Johnny Get Your Hair Cut," was begun about the time that Jackie's "Elton crop" was removed. With its completion, "Jackie" has disappeared and "Jack" has taken his place.

It was announced some time ago that Jack Coogan would interrupt his film career in order to attend a famous English public school, and it was suggested that, in his summer vacation this year, he might find time to play the title part in a film version of Rudyard Kipling's "Kim."

Now it appears that both these projects have been abandoned because Jack Coogan is to star in a picture called "Buttons." This story will tell of the adventures of a cabin-boy who meets with many amazing escapades.

Meantime, Jack Coogan has been, for the past two years, attending a military school, but, in spite of that, he has been able to star in at least two pictures a year. All the Coogan films have been successful, and continue to earn money for their star at a rate of 4,000 dollars a week.

Even if he were to retire, Jack Coogan would be a millionaire at 21.

Since he is to continue acting, it may be anticipated that, by the time he is 30, Jack Coogan will be the wealthiest star in the film business, not even excluding his discoverer, Charles Chaplin.

MR. SAKLATVALA IN BOMBAY.

LEARNING EXACT POSITION IN INDIA.

Bombay, Jan. 14.—Mr. Shapurji Saklatvala, M.P., landed this afternoon.

"The object of my visit is to learn, first of all, the exact situation in India as it is changing day by day," said he to the pressmen who met him on board. He was also returning home after a 13 years' absence to settle private affairs. Pressed to state if the rumour was true that his visit had something to do with Tata's, with whose branch at London he was connected, Mr. Saklatvala said that was a private matter. Coming to his difficulty in landing in Egypt, he said that, though the officer who prevented him from landing was in Egyptian uniform with Arabic characters all over, yet inside it all was an Englishman. "I have decided to go to Egypt on my return voyage any way," Mr. Saklatvala added that his object was the same as that with which he came to India, namely to see the political situation there. As a member of the British Parliament, which controlled both countries, he desired to observe the progress which they were making under Britain's "benevolent rule."

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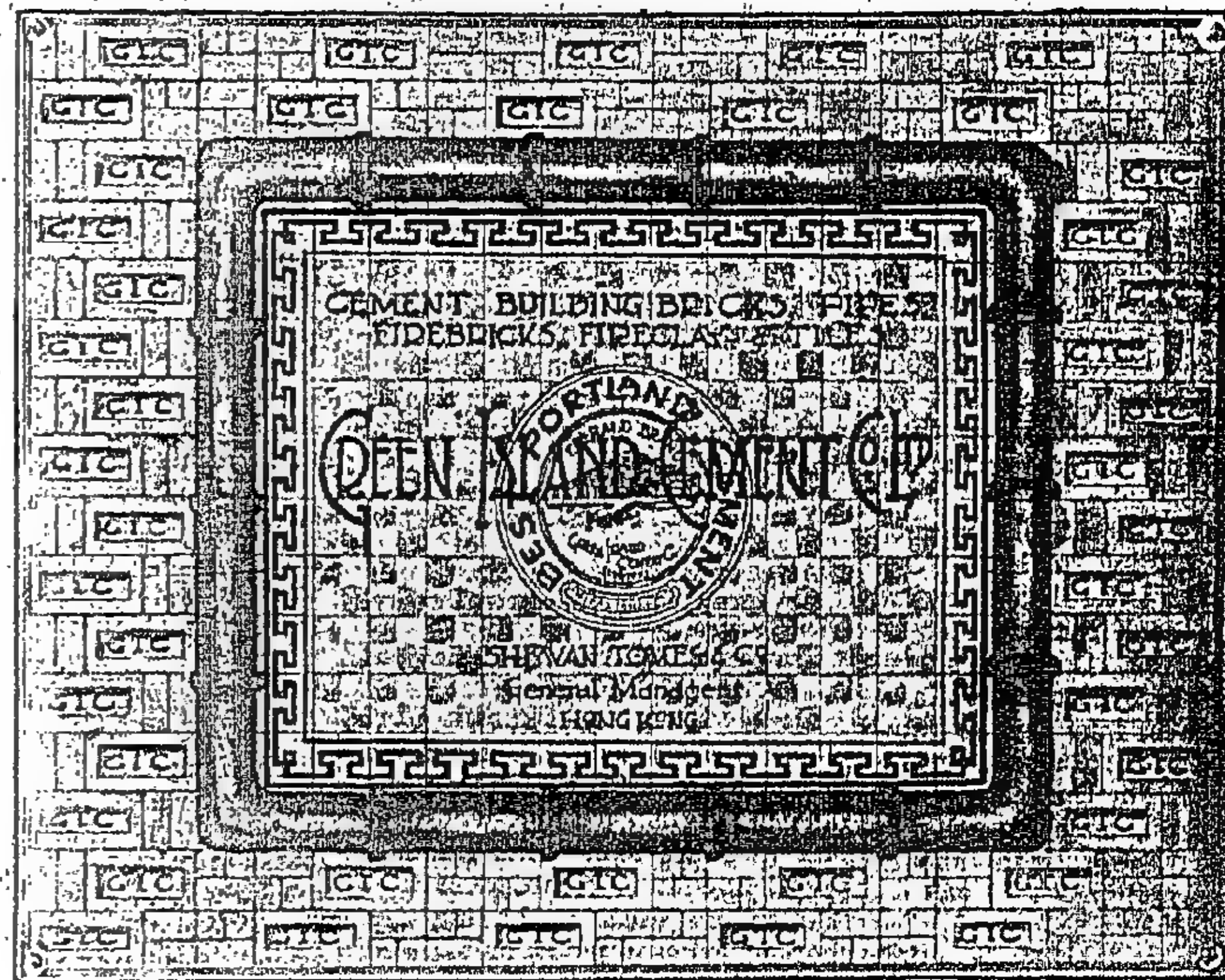
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WOMAN'S WORLD



In this frock a deep pointed yoke introduces a circularly cut blouse that hangs loose at the sides en bolero. Printed georgette in shades of green ultra marine, red and black, makes the frock.

FRINGE DRESSES.

ACTRESS SETS NEW FASHION.

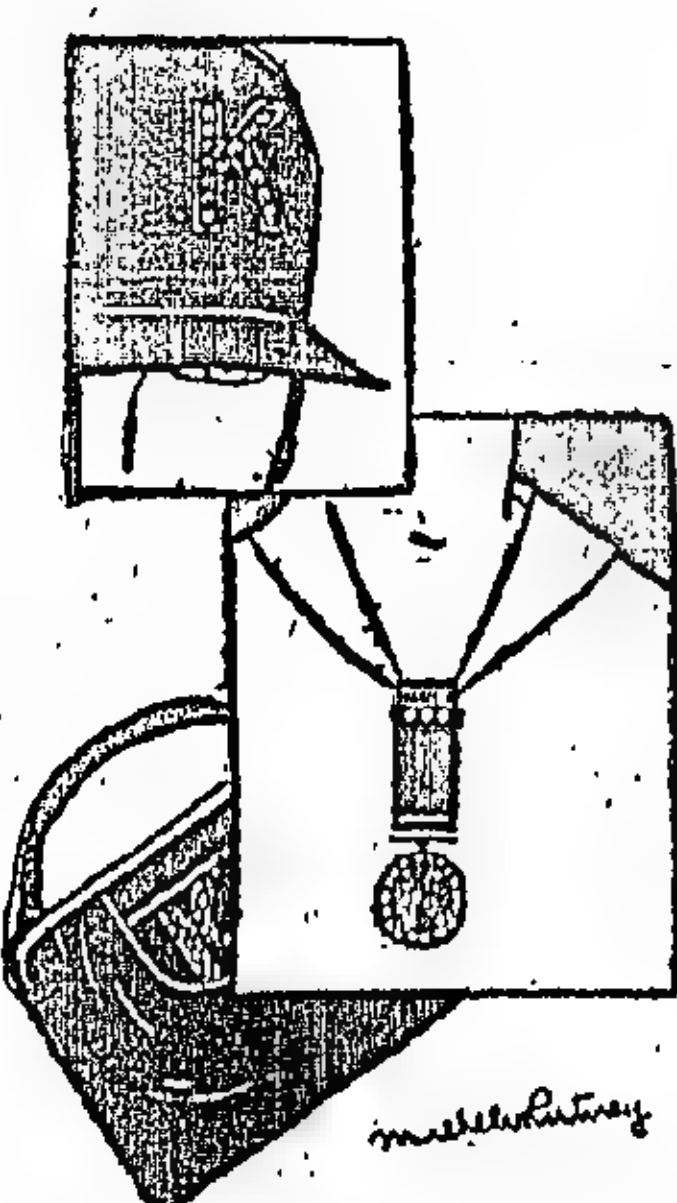
Fringe has been used by the dress designers in all sorts of ways during the last few months, but Miss Tallulah Bankhead's "all-over-fringe dress," which she is wearing in "The Gold Diggers," strikes quite a new note.

Not only is the whole skirt of the dress composed of layers of fringe made of white iridescent sequins, but the bodice consists of another row of fringe, having rather a bolero effect, hanging from a sort of yoke, high in the shoulder, till just below the waist.

This style is only suitable to the young and very slim woman, but it certainly looks extremely charming on the stage, and is equally becoming in the ballroom. With every movement the dress shimmers like fish scales, and quite got away from the hard line of most modern frocks.

All sort of other new uses for fringe are being invented by the Parisian, who has taken this kind of trimming to her heart. A couple of yards of long black silk wound several times round the neck of a mannequin wearing a bright green informal evening dress gave her an amusingly pseudo-Spanish look at a recent dress show.

SMART TOUCHES.



Grosgrain ribbon and rhinestones make the interesting foot ornament to be worn wherever fancy dictates or a pocket suggests. Handbags, also furnish new worlds to conquer for the

MAKE YOURSELF BEAUTIFUL.

BY A WOMAN DOCTOR.

Every woman longs to be beautiful and there is no reason why one should not applaud the desire.

Healthy Attractiveness.

The less fortunate majority have to be content to make the best of the gifts they have. But it is lamentable that many through ignorance of health principles only succeed in lessening instead of increasing their charms.

A really healthy woman, whatever may be the shape of her features etc. cannot help being attractive; moreover, a little common sense will make her doubly so.

A woman should remember that overheated stuffy atmospheres will ruin in time the best of faces. She should therefore take care to arrange for an antidote in the shape of exercise in the open air at least once a day.

Rain-water is a great beautifier as a face-wash, so that a showery walk minus an umbrella is strongly to be recommended.

Face-powder certainly improves most faces provided the tint is carefully chosen and skilfully applied, but we must pay attention to the hygiene of our skin.

A good, plain, unscented cold cream should be applied first after washing, and then the powder lightly dusted over.

Powder has a drying effect on the skin and for this reason is used in many skin complaints as a vehicle for medicaments; hence in the normal condition this must be counteracted by the subsequent application of grease.

Some Blemishes.

At night all the powder should be washed off with warm water and plain castile soap, and a pure fat such as white vaseline gently rubbed in.

Strongly-scented and highly-coloured toilet preparations are greatly to be condemned, as they do permanent damage to the skin surface.

Blackheads are always an unsightly decoration, and may be safely and efficaciously removed by the following method:—

The face should be steamed over a pot of boiling water for some minutes, and then by means of a special instrument these unpleasant blemishes may be gently evacuated.

The instrument is called a comedo-extractor, and may be obtained from any chemist.

Watch-keys, hairpins, and finger nails are time-honoured weapons, but they should never be used, as they are apt to leave permanent scars or unsightly gaping pores.

Try Fresh Air.

Other pimples and spots can usually be cured by careful attention to diet.

Too much cannot be laid on the importance of fresh fruit, vegetables, and fresh green salad in the formation of a good complexion.

Pastry, sweetmeats, and fancy cakes have been the ruin of many an attractive face.

Lastly, never spend any time in unventilated quarters. Open windows night and day will do much to remove that "pasty" and unhealthy look which robs many a woman of her glorious birthright, beauty.

Good complexions cannot be bought at the shop, but they can be secured by simple hygienic rules.

A NOVELTY IN LACE.

Lace sweaters are the newest creation of a well-known designer. They are naturally cut very cleverly to simulate the careless falls of elastic materials. Guipure lace is popular, but so also are the finer and more extravagant varieties. Crepe collars and cuffs are an adornment and a staple foundation at one and the same time.



Three new types of jewelled headress. In the upper left corner is seen a headress of pearls and white tulle. In the upper right corner a cap of pearls, made on a foundation of diamonds, while below is pictured a turban of gold tissue.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN.")

30th December 1926.

I am not going to claim that the idea of "going as a gipsy" is highly original; but the little Romany maid here depicted is extremely fascinating, correct as to detail, and not expensive. There is a spot muslin blouse, a black velvet bolero, gray cretonne skirt (patched, if you like for further effect, with contrasting materials), and a red-and-white checked apron. The head-kerchief can be yellow cotton, edged with green or scarlet. Plenty of bright bead necklaces and bracelets will add the necessary finishing touch.

Margarita has this week sketched for us a travelling costume of the kind which enables one to arrive at one's destination looking tidy and fashionable—a very unusual achievement. I always think its strong point is its absolute simplicity, and you do not need me to tell you that it has scalloped edges and a scarf. I should think the material chosen for it would play an important part, and should suggest brown, grey, or navy-blue rep or velours cloth, according to the climate enjoyed or endured by the wearer. I observe Margarita's lady has come from or is going to Paris; that is, unless she is en route for some ordinary place about 50 miles distant to see her sister-in-law, and has merely retained the labels to prove that, like ascetic landladies, she has "seen better days". In any case, I like the costume, and so, I am sure, will you!

The Street of Adventure.

This week you will see that our artist has drawn Rudyard Kipling for you. He told me that the recent perusal of the famous author's latest book "Debts and Credits" (Macmillan)

had made him embark upon a fresh caricature, because every

book of Kipling's, he enjoyed more than the one before. For my part, I had believed in "Plain Tales from the Hills" (surprisingly, and with much zest, when I was thirteen years of age) and skipped the "Jungle Tales"—and promised myself that "someday" I really MUST read "Stalky and Company" so as not to betray my ignorance. From this you will see that I am not exactly "up" in the works of the great man; but when I discovered that "Debts and Credits" is a series of short tales, I plunged in with avidity.

Well, "Debts and Credits" certainly is—or should it not be ARE?—short stories. But they are not by any means "Plain Tales from the Hills". They range from a dinner between four men, all "Sea Constables" during the War (wherein an apparently degenerate conversation develops, by imperceptible stages, into a thrilling narrative of what they are all doing) to a peculiar sort of superstitious "Old Wives' tale, illustrated by a conversation between two old women, wherein one of them is suffering from an abscess in her leg, because, years ago, she took on, by magical aid, an illness of her lover. There is also a kind of "Stalky" school story which probably would thrill schoolboys who understand all the jargon, and

those to whom it brings back memories; but like all Kipling's tales, it is written on the supposition that everyone must be acquainted with the "technicalities" of the particular subject he is treating. I always think he writes like some people talk "shop". If you don't know what they are talking about... well then, you don't count! But this achievement of writing all sorts of technicalities—whether sea, army or what-not—is undoubtedly an illustration of Kipling's genius, and a cause of his thousands of admirers' enthusiasm.

Is That So? Although the papers annually do all they can to foster the fast-dying Christmas spirit everybody seemed quite prepared to spend Boxing Day away from the homely board. This was partly due to the machinations of our clever Charles E. Cochrane who, inspired by the success of his first Charleston Ball at the Royal Albert Hall, decided to repeat the effort last Monday, with the difference that he made the entrance fee much more democratic.

That being so, half London danced the Charleston from "two till two," which is surely long enough for the most enthusiastic; and there were competitions and massed "cabaret bands" galore. What over the detractors of the Charleston may say about it, it has the merit of being a dance that requires learning thoroughly, and there is no question of just "walking through it successfully." Another great point now in its favour is that as it has become almost universal, there is no necessity for the majority of ball-room dancers to spend time trying to avoid kicks from the solitary Charleston exponents.

KEEP YOUR INDIVIDUALITY.

ACT FOR YOURSELF.

Someone once said that no two people over twenty-five could live together under the same roof for many years without loss of individuality for one.

Doubtless the speaker was in a pessimistic mood engendered by a domestic crisis of the kind which will occur now and again in the best regulated families. Possibly he had lost a game of golf through having had to be present at the baby's christening, or had been taken to task by irate parents for arriving home with the milk.

Nevertheless, there is some truth in the statement. Most grown-up people, however, who suffer any loss of individuality through living at home, are aware of the fact, and kick against it.

The amazing thing is that so many people should be content to sacrifice their individuality to others either without being aware of the fact that they are doing it or else because they are quite willing through sheer laziness.

How often do you see two people, who are not by any means equals in the relationship which exists between them though they call themselves friends, and who have become almost inseparable—living together, visiting together, spending their holidays together.

One is nearly always the dominant character, and the other either leans upon her, or "gives in."

The tendency for the weaker nature to drift with the stronger is a very common one, but it should be fought tooth and nail, because it hinders the development of character and the production of the weaker nature's best.

Look around and see if you are simply moving along in the wake of a stronger character or being pushed from behind.

If you are, shake yourself up, and begin to think and act for yourself.

Do not throw away the guidance and wisdom that is offered to you by a stronger and better mind than your own, but whatever be the consequences, preserve your own power of making plans and acting upon them.

Keep your own individuality or you will cease to count.

PLUMED FROCKS.

USE FOR DISCARDED FANS.

The popular dance girl who, during the last couple of seasons, has collected a large number of single ostrich-plume feather fans, is finding a new use for these.

Instead of carrying a solitary plume for a fan, she now brings out half-a-dozen and uses them for decorating her dance frock. One of the most admired frocks seen in a ballroom, recently was a long-bodied affair of rose chiffon and lace, the front of the skirt being decked with half-a-dozen uncured ostrich feather fan plumes. The feathers, in carefully blended shades of rose, mauve and blue, were arranged in upright position, like six feather soldiers standing shoulder to shoulder, the gold painted stems being uppermost.

Usually, when appearing in this manner, the feather fans are graduated in length, beginning, perhaps, with a plume a foot long at the right side of the skirt and increasing to a plume some 18 inches long at the left side, making a sort of shaped fan flounce. On other models just a pair of fan plumes are used, one at each side of the skirt.

THIS WEEK'S RECIPE.

FRUIT TRIFLE.

One sponge ring, one packet lemon jelly, one orange, two bananas, a few grapes, two cooking apples. Dissolve the jelly in hot water, pour a little over the sponge, and let remainder set. Stew the apples, and when cold put into tanks of the sponge. Decorate with portions of orange and sliced bananas. Chop the jelly when cold, and place round the sponge, and put grapes round the top. Whip quarter-pint of cream and place on top of the apples.



A useful travelling costume described by Joan.

DECORATIONS.

FOR THE HOME.

For those who are contemplating decorating their homes the following should be of interest:—

Never try to chose anything when you are tired. Be lazy about it and slow in settling.

Don't consider fashion; choose as if for eternity.

Blues are said to be restful and tend to contemplation and philosophy.

Mauve belongs to the weak, morbid, and discontented.

Pink is quoted as the colour of love, but it is a cruel form of love.

White is held for innocence, and black is apt to fall to the lot of the vain.

Green is the maid of all work; it is always considered safe.

A badly-chosen carpet is hopeless. That is one of the advantages of Persian rugs; they can't be wrong.

There is no excuse for ugly ornaments; they can be given away.

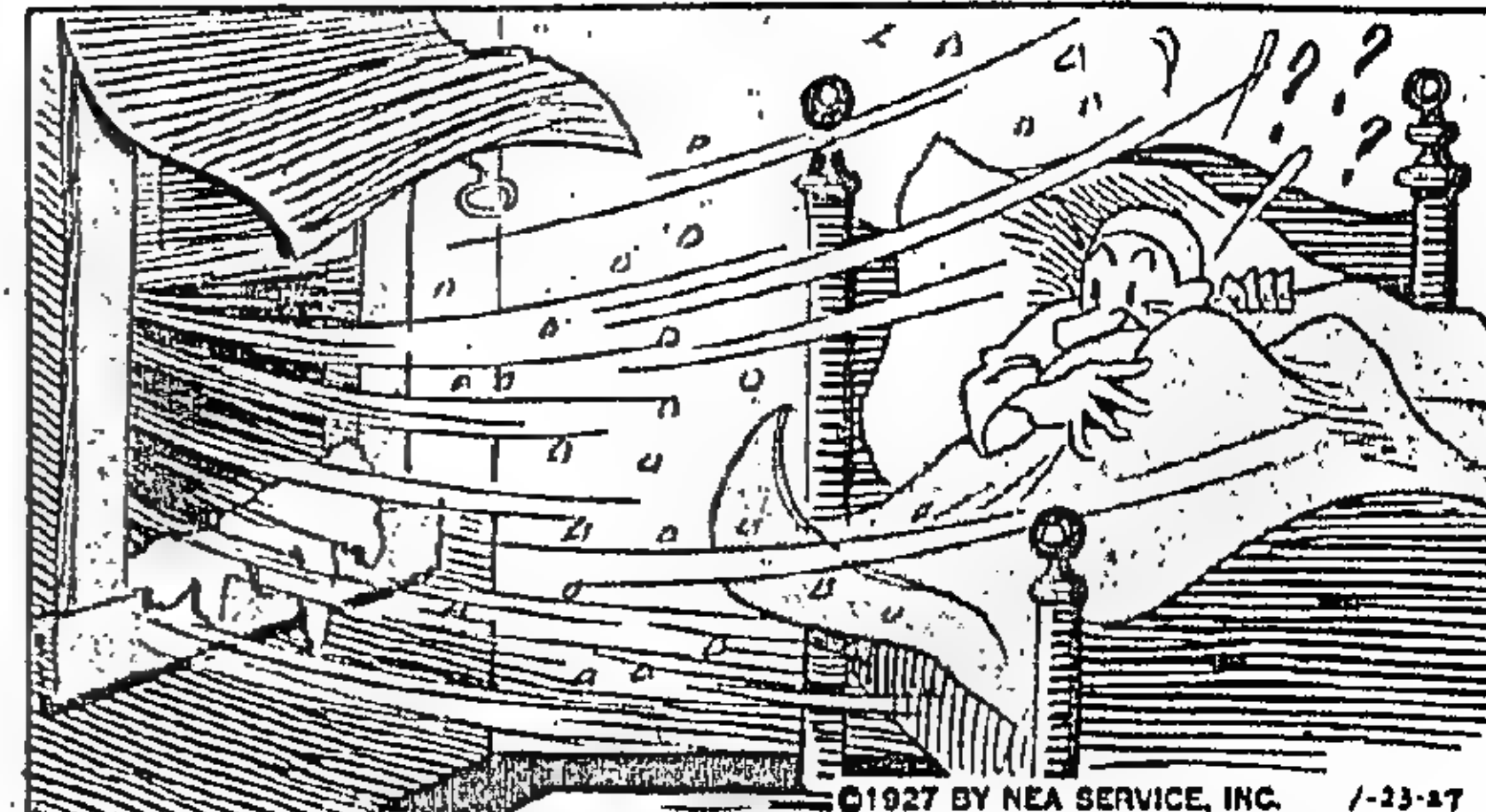
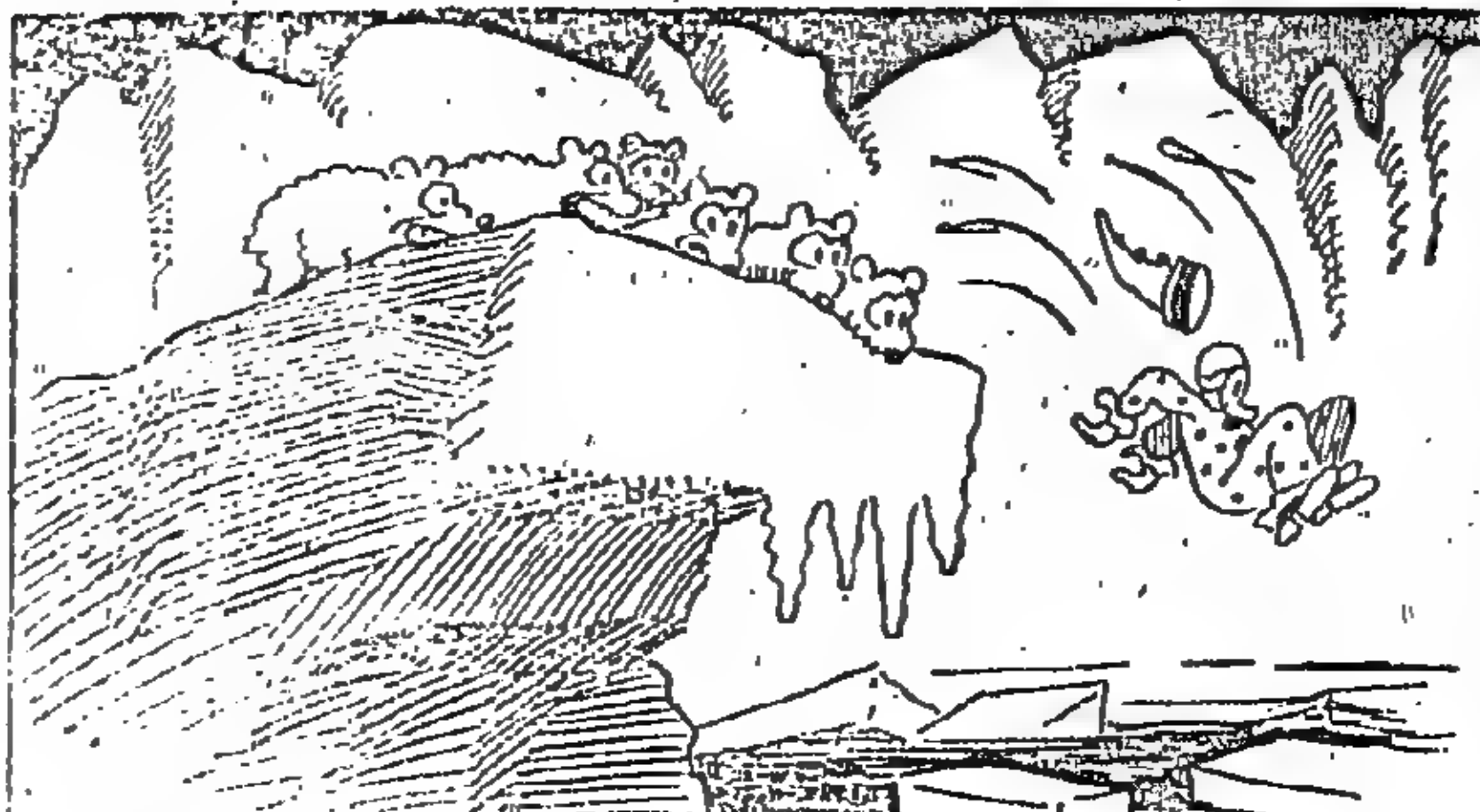
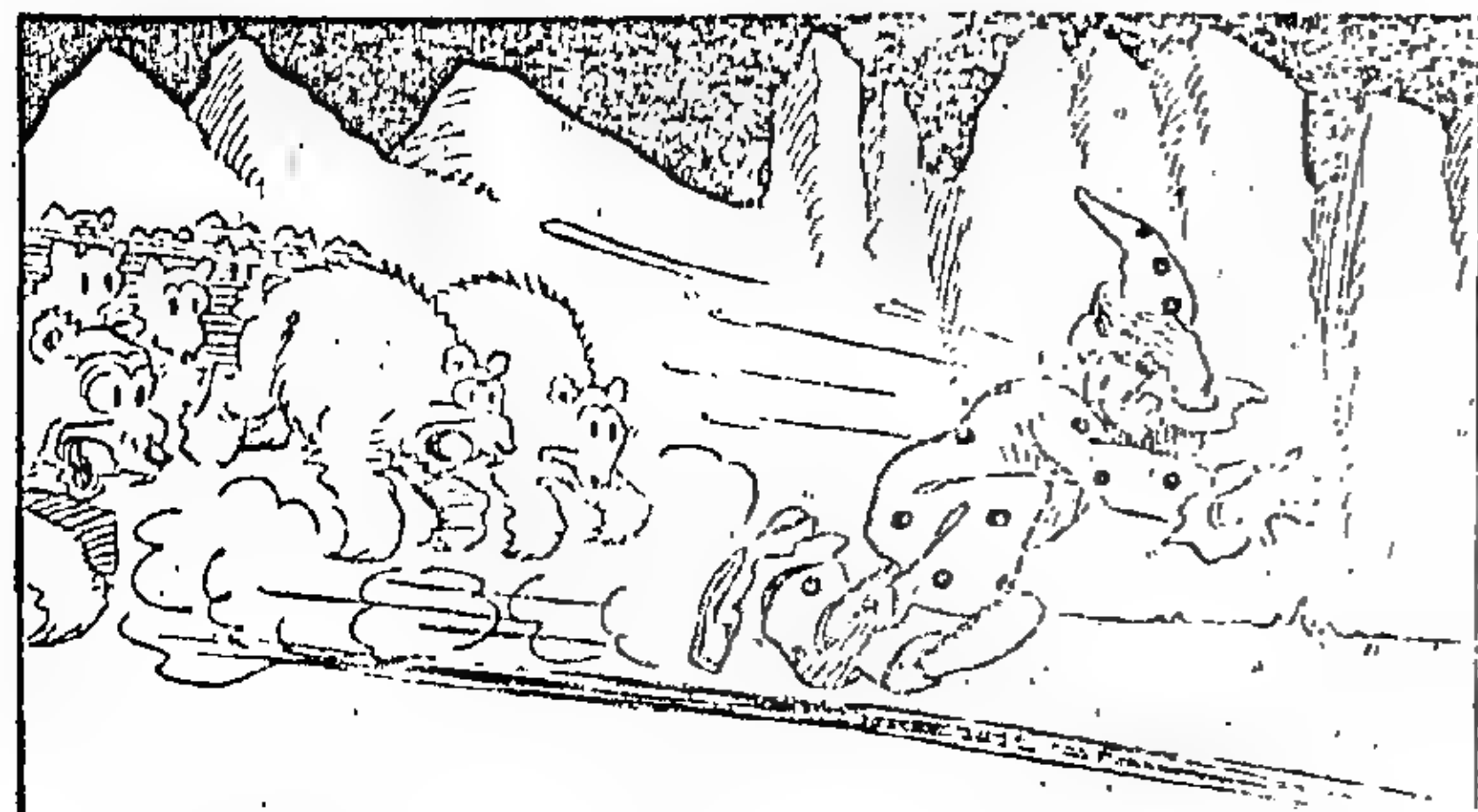
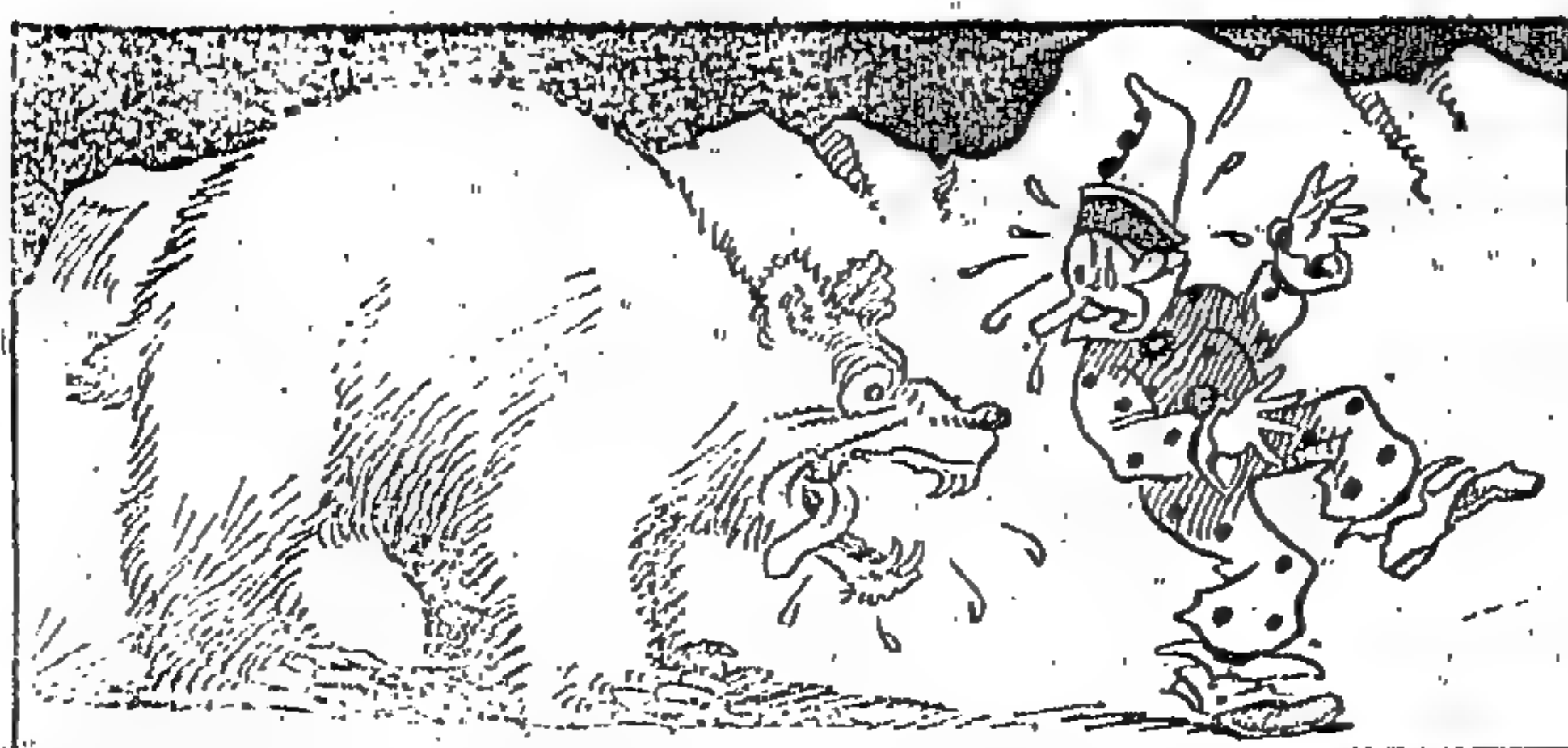
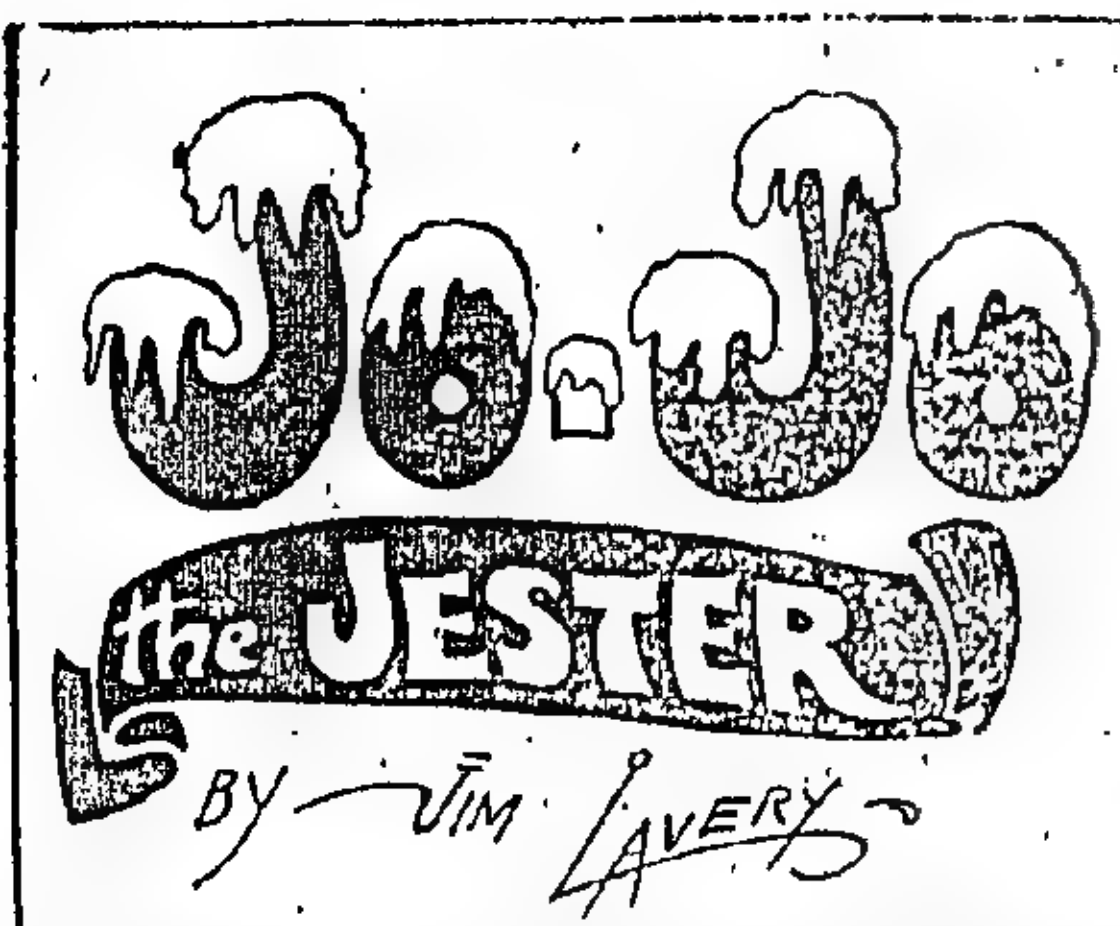
A woman was hanged in a black satin dress, and for 50 years no one wore black satin.

To many women the colour of their rooms is only a background to themselves.

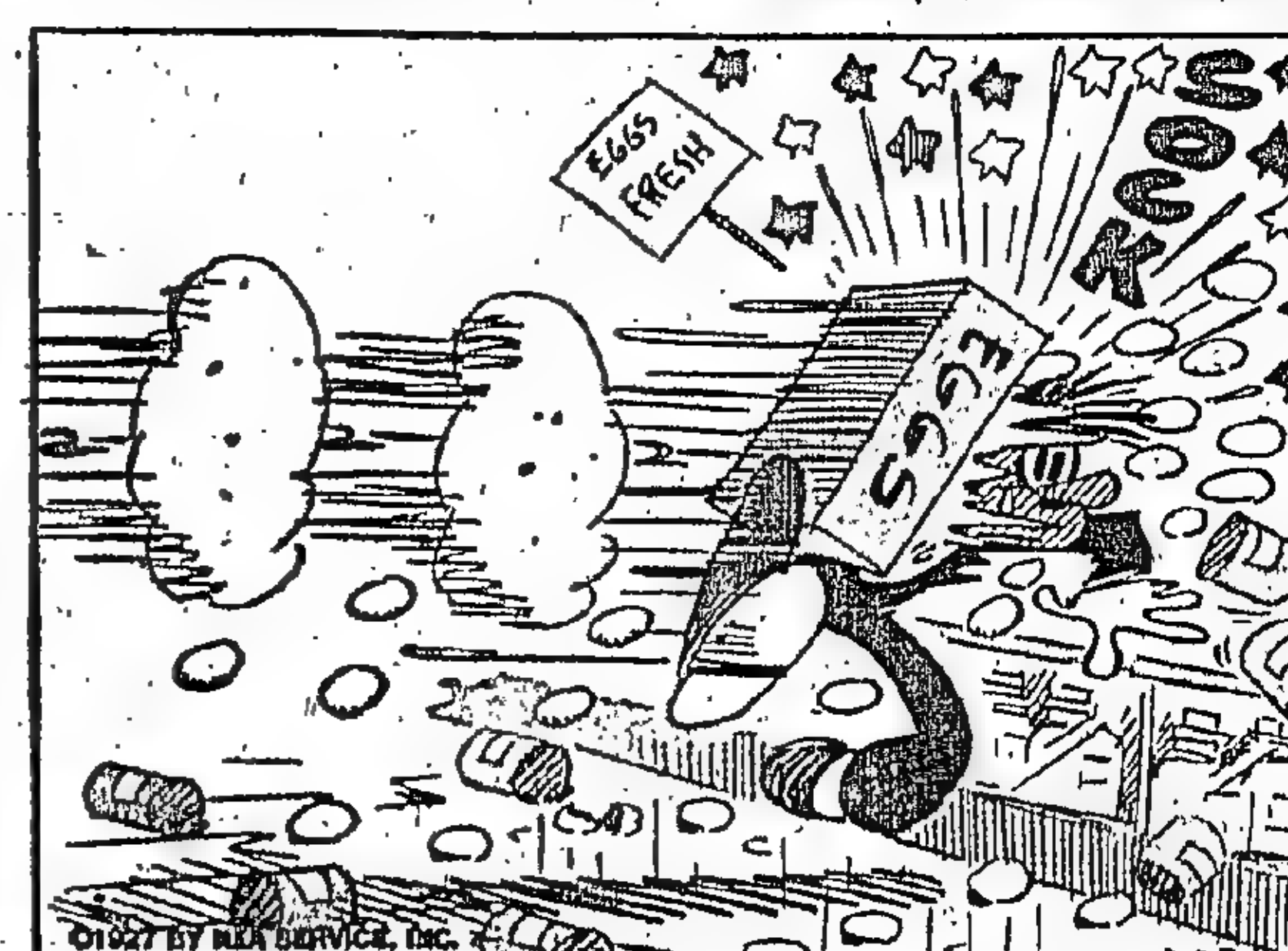
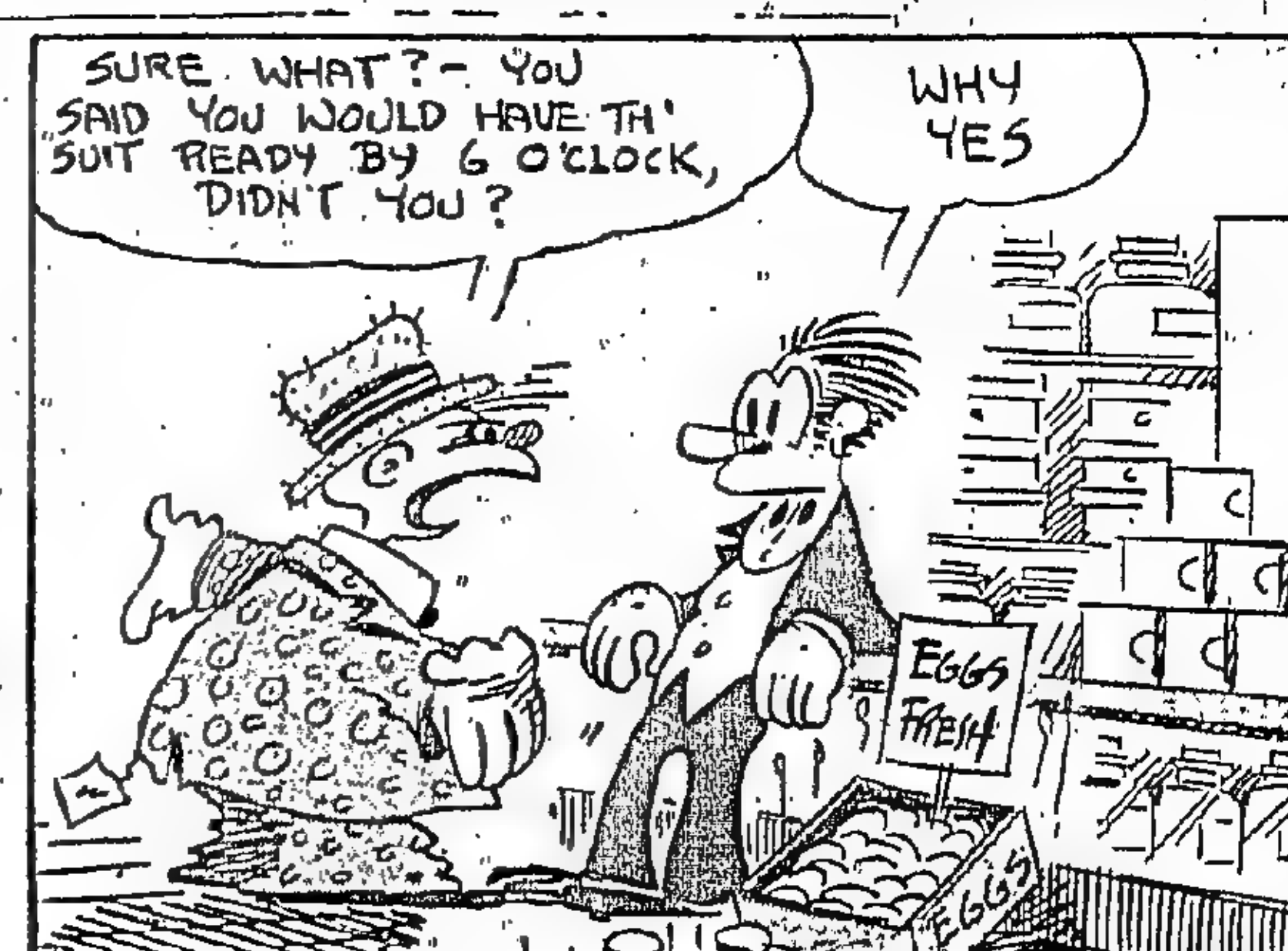
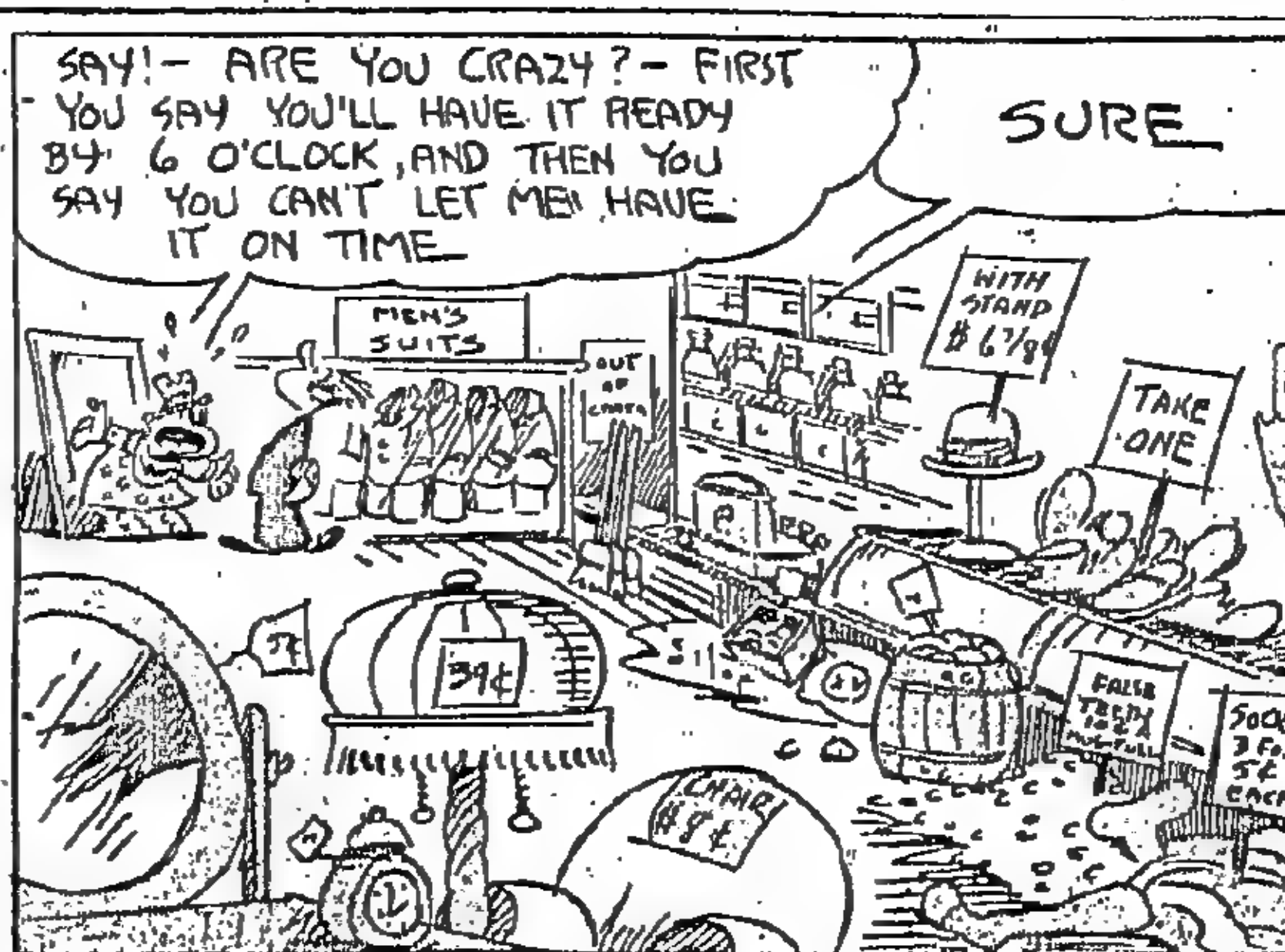
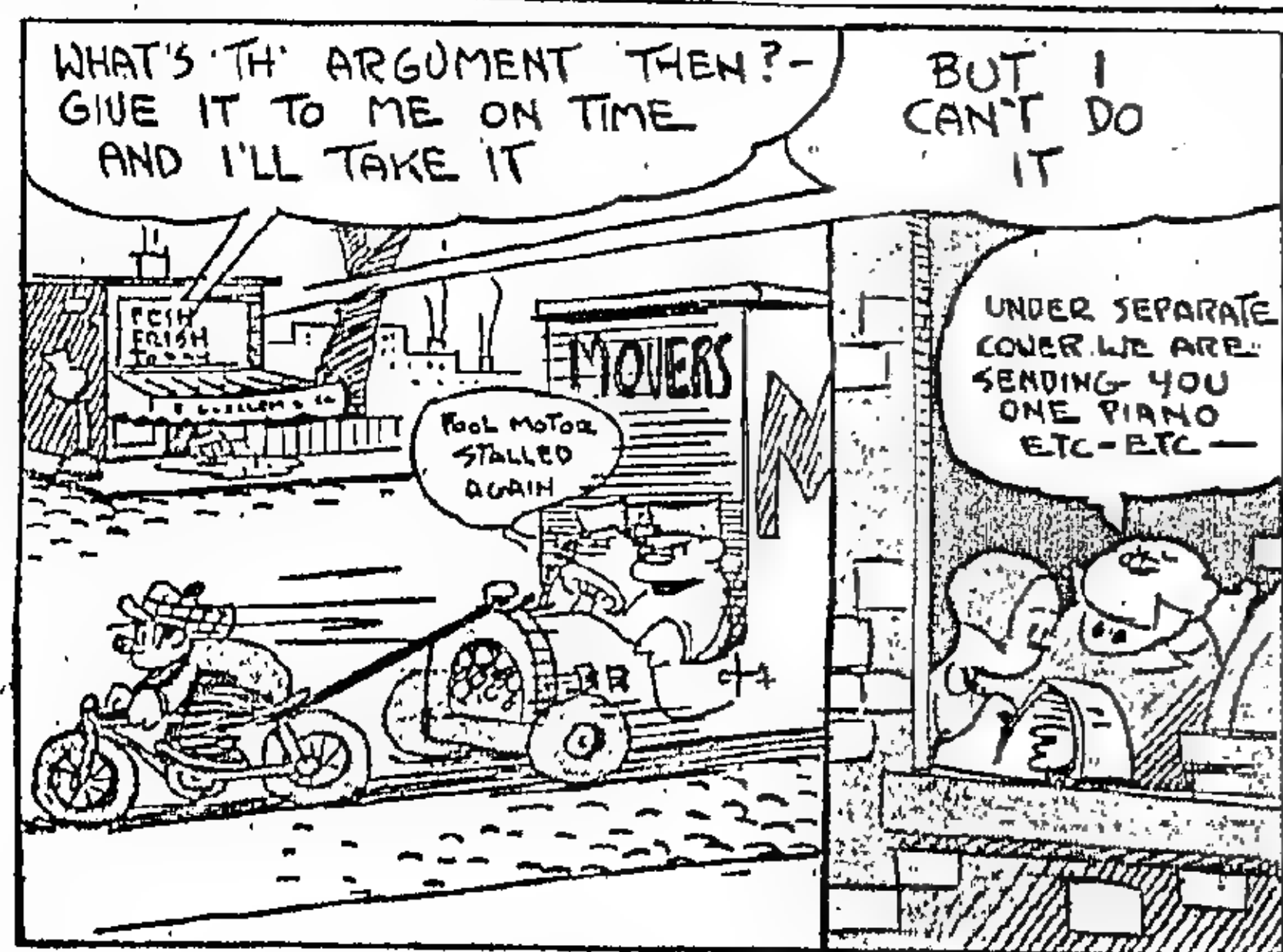
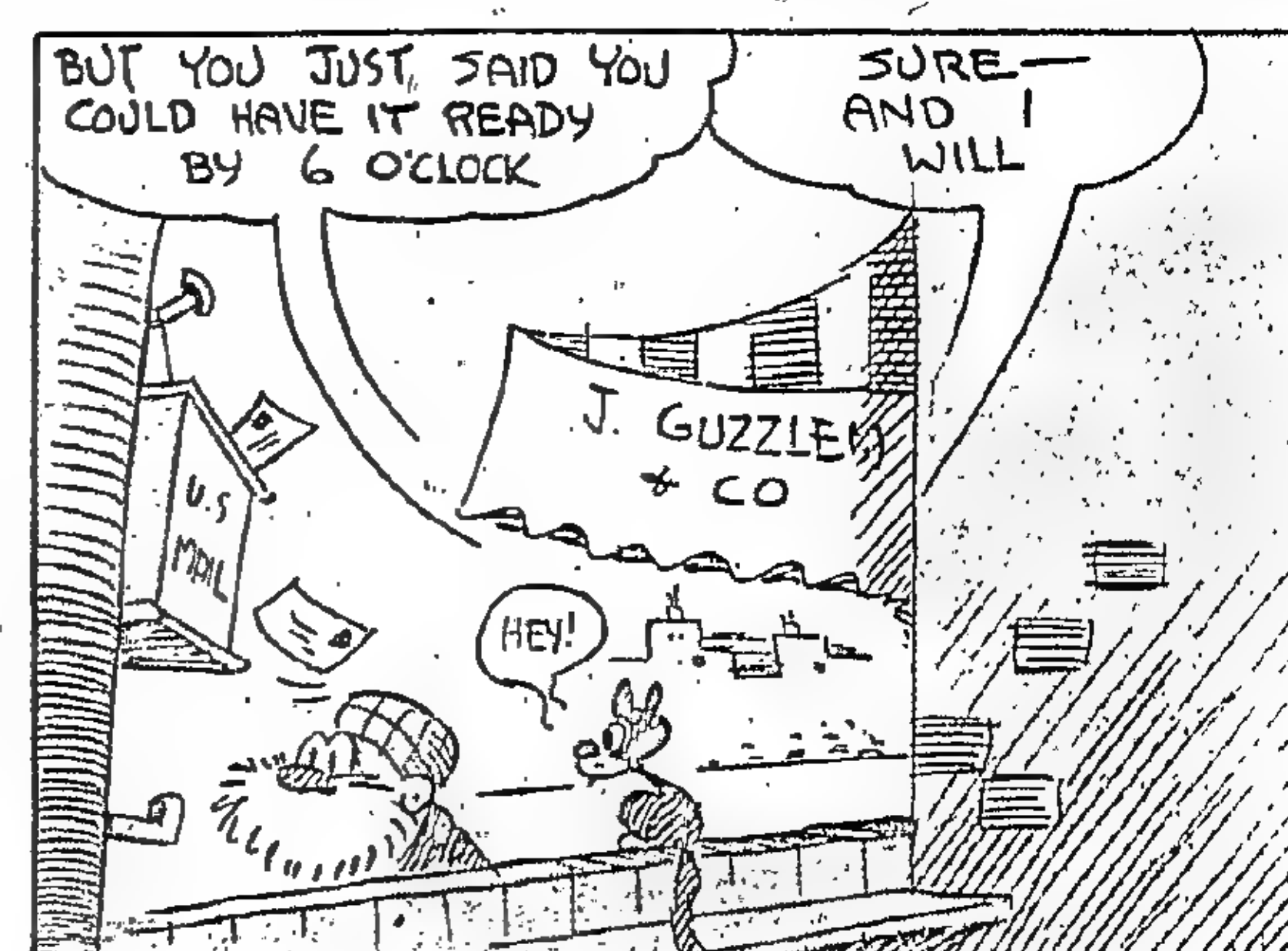
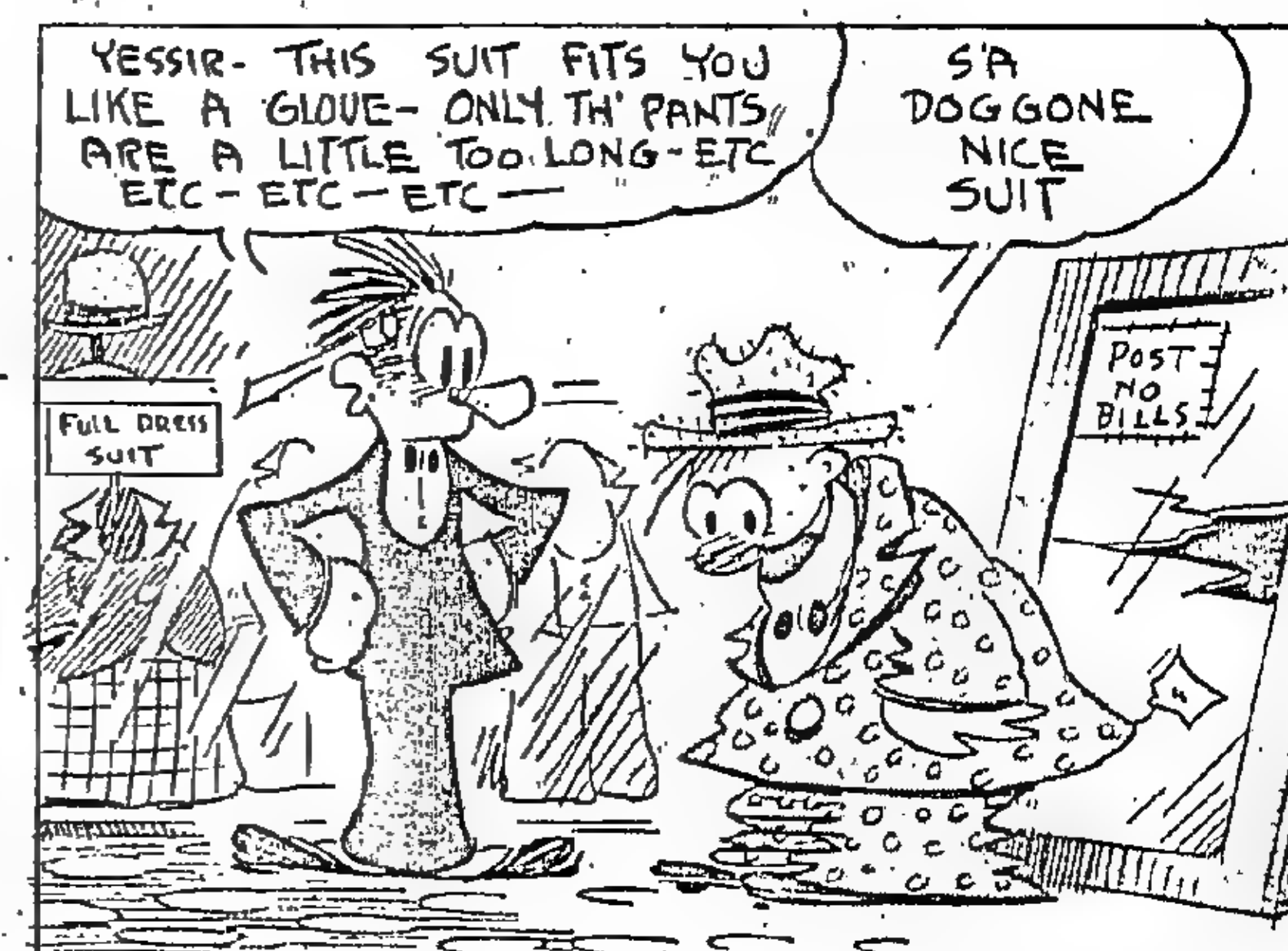
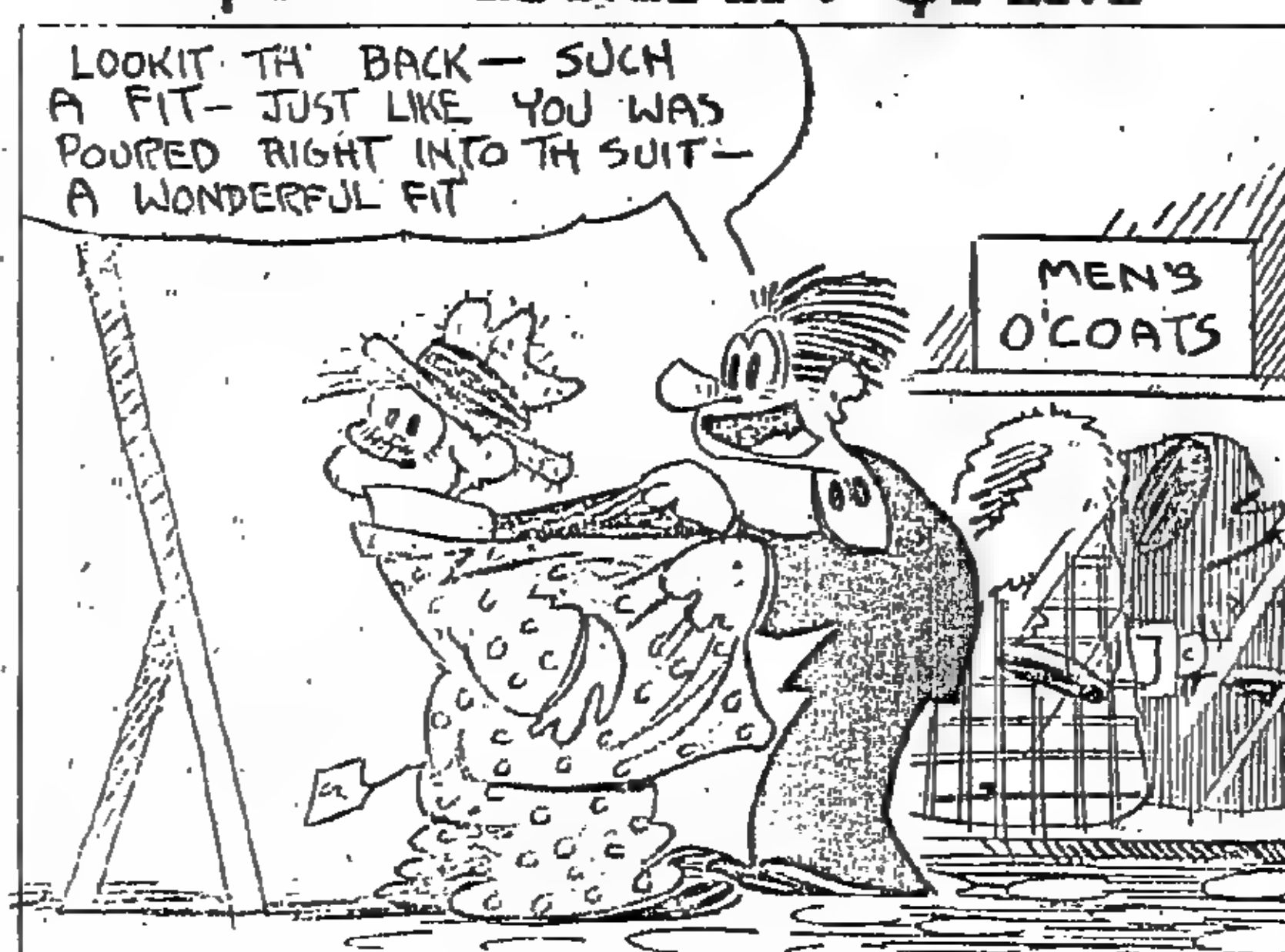
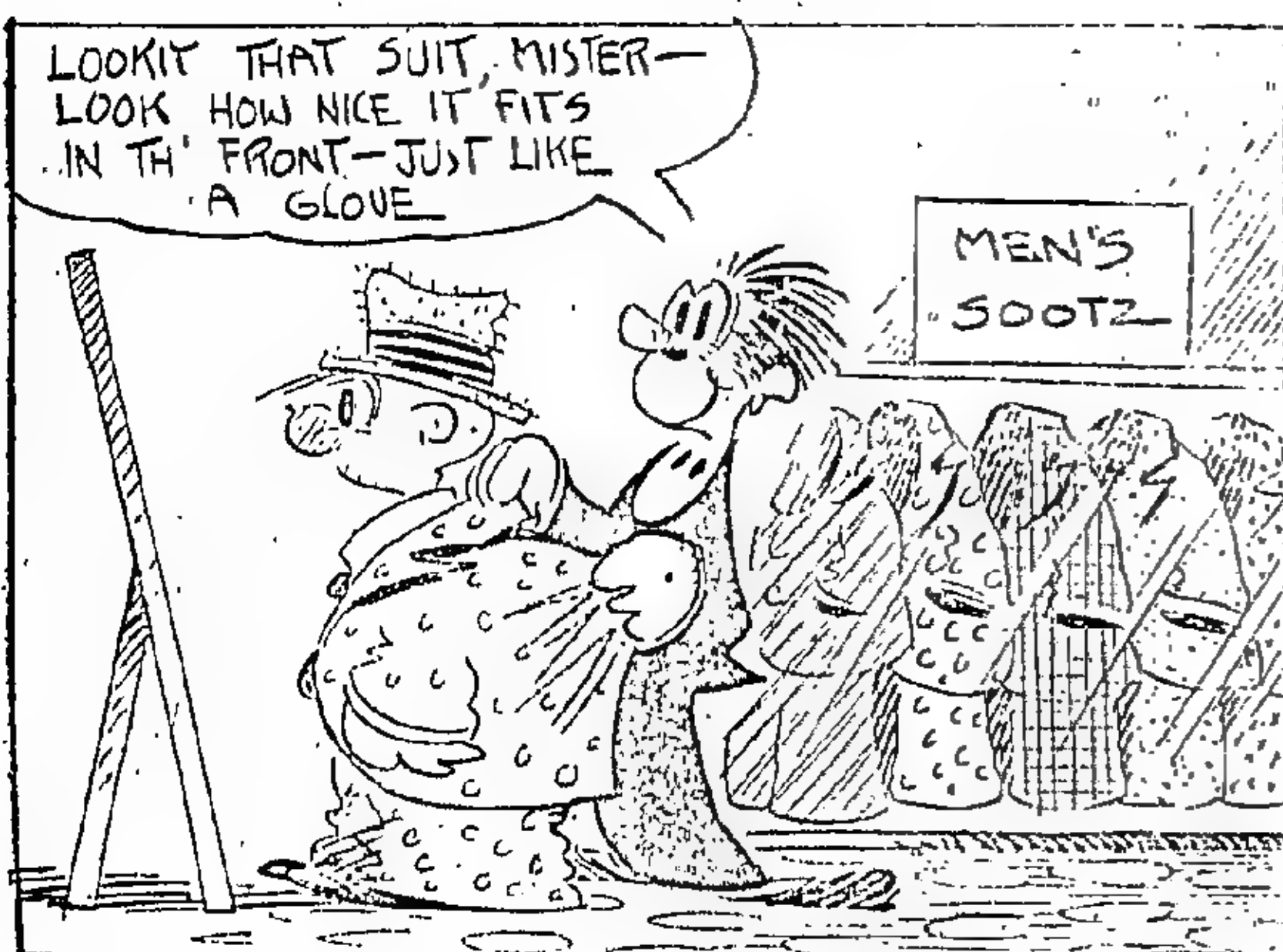
VERY CHARMING.



A charming little fancy dress suggestion.



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 "DEMODOCUS" 22nd Feb. Marseilles, London, R. dam & H'burg.
 "PATROCLOS" 9th Mar. Marseilles, London, R. dam & Glasgow.
 "ADEPTUS" 22nd Mar. Marseilles, London, R. dam & H'burg.
 "ANTENOR" 6th Apr. Marseilles, London, R. dam & Glasgow.

LIVERPOOL SERVICE

"DEUCALION" 20th Feb. Genoa, Havre, Liverpool & Glasgow.
 "PHILOCTETES" 23rd Mar. Havre, Liverpool & Glasgow.
 "NINGHOW" 15th Apr. Genoa, Havre & Liverpool.

PACIFIC SERVICE

via S. F. & YOKOHAMA
 "PROTEUS" 26th Feb. Victoria, Vancouver & Seattle.
 "TALITHYUS" 10th Mar. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"ANTIOCHUS" 16th Feb. New York, Boston & Baltimore.
 "FELIX" 25th Feb. New York, Boston & Baltimore.
 "ATREUS" 25th Mar. New York, Boston & Baltimore.

PASSENGER SERVICE

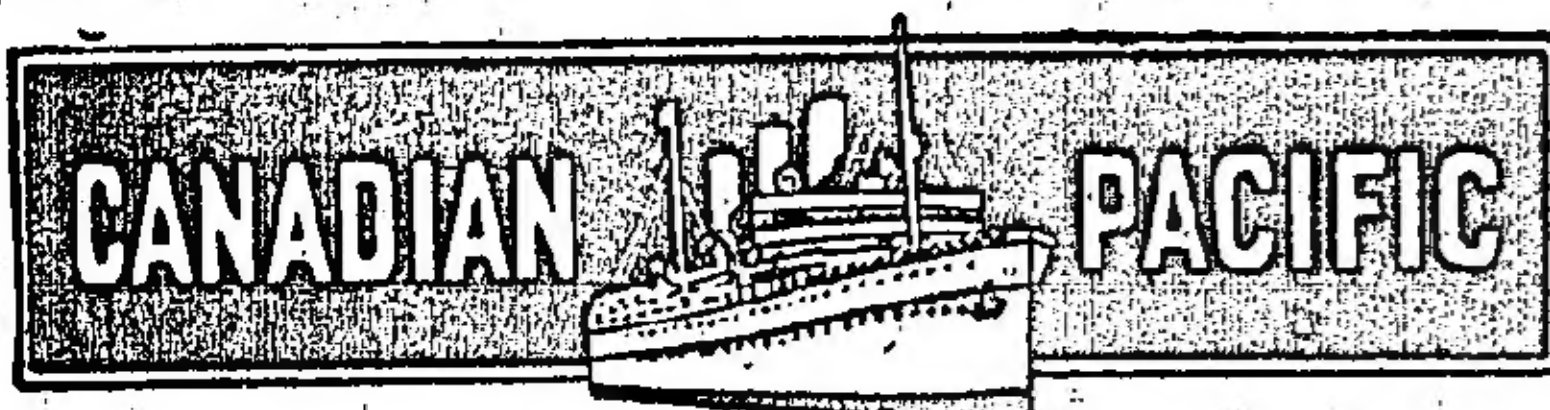
"PATROCLOS" 9th Mar. Singapore, Marseilles & London.
 "ANTENOR" 6th Apr. Singapore, Marseilles & London.
 "HECTOR" 4th May. Singapore, Marseilles & London.
 "AENEAS" 31st May. Singapore, Marseilles & London.

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SAILINGS 1927.

STEAMERS	Hongkong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF RUSSIA	Feb. 16	Feb. 19	Feb. 22	Feb. 25	Mar. 6
EMPEROR OF ASIA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPEROR OF CANADA	Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 17
EMPEROR OF RUSSIA	Apr. 20	Apr. 23	Apr. 26	Apr. 29	May 8
EMPEROR OF ASIA	May 11	May 14	May 17	May 20	May 29
EMPEROR OF CANADA	June 1	June 4	June 7	June 10	June 19
EMPEROR OF RUSSIA	June 22	June 25	June 28	July 1	July 10
EMPEROR OF ASIA	July 11	July 14	July 17	July 20	July 29

(E. Asia and E. Russia call Nagasaki day after departure from Shanghai.)

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MONTCLARE	April 23	MONTROSE	June 24

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BANGKOK	Kwaisang	Satur. 12th Feb at noon.
TIEN-TSIN	Cheongshing	Satur. 12th Feb at 4 p.m.
TSINGTAU Swatow & S'hai Hopsang		Sun. 13th Feb at 7 a.m.
CANTON	Yatsing	Tues. 15th Feb at 7 a.m.
STRAITS & Calcutta	Suisang	Tues. 15th Feb at 3 p.m.
OSAKA via Moji & Kobe	Laisang	Wed. 16th Feb at 7 a.m.
TSINGTAU Swatow & S'hai Hopsang		Wed. 16th Feb at 7 a.m.
HAIPHONG	Mingsang	Wed. 16th Feb at 10 a.m.
SANDAKAN	Hinsang	Thurs. 17th Feb at 2 p.m.
OSAKA S'hai, Moji & Kobe	Hosang	Satur. 19th Feb at 7 a.m.
STRAITS & Calcutta	Namsang	Satur. 19th Feb at 3 p.m.
TIEN-TSIN	Chipsing	Sun. 20th Feb at 7 a.m.
SANDAKAN	Mousang	Tues. 5th Mar at 1 p.m.

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 PRESIDENT JEFFERSON ... Tuesday, Mar. 1st 10.00 a.m.
 PRESIDENT GRANT ... Tuesday, Mar. 15th 10.00 a.m.
 PRESIDENT MADISON ... Tuesday, Mar. 29th 10.00 a.m.
 PRESIDENT JACKSON ... Tuesday, Apr. 12th 10.00 a.m.

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Feb. 16	Seattle	Cedric	Mar. 12	L'pool Mar. 20
Mar. 1	San Francisco	Majestic	Apr. 2	C'brg S'hamptn Apr. 8
Mar. 8	Seattle	Pres. Roosevelt	Apr. 6	P'mth-C'brg Apr. 13
Mar. 15	San Francisco	Olympic	Apr. 16	C'brg S'hamptn Apr. 22
Mar. 22	Seattle	Geo. Washington	Apr. 20	P'mth-C'brg Apr. 27
Mar. 29	San Francisco	Homeric	Apr. 30	C'brg S'hamptn May 6
Apr. 6	Seattle	Leviathan	Apr. 30	C'brg S'hamptn May 7
Apr. 12	San Francisco	Aquitania	May 11	C'brg S'hamptn May 17
Apr. 20	Seattle	Majestic	May 14	C'brg S'hamptn May 20

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PRESIDENT McKINLEY ... Wednesday, Feb. 16th 5.00 p.m.
 PRESIDENT LINCOLN ... Wednesday, Mar. 9th 10.00 a.m.
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 PRESIDENT WILSON ... Tuesday, Mar. 1st 6.00 a.m.
 PRESIDENT VAN BUREN ... Tuesday, Mar. 15th 8.00 a.m.
 PRESIDENT HAYES ... Tuesday, Mar. 29th 6.00 a.m.
 PRESIDENT POLK ... Tuesday, Apr. 12th 8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT MONROE ... Tuesday, Feb. 15th 8.00 a.m.
 PRESIDENT JEFFERSON ... Monday, Feb. 21st 6.00 p.m.
 PRESIDENT WILSON ... Tuesday, Mar. 1st 6.00 a.m.
 PRESIDENT LINCOLN ... Tuesday, Mar. 1st 6.00 p.m.
 PRESIDENT GRANT ... Monday, Mar. 7th 6.00 p.m.

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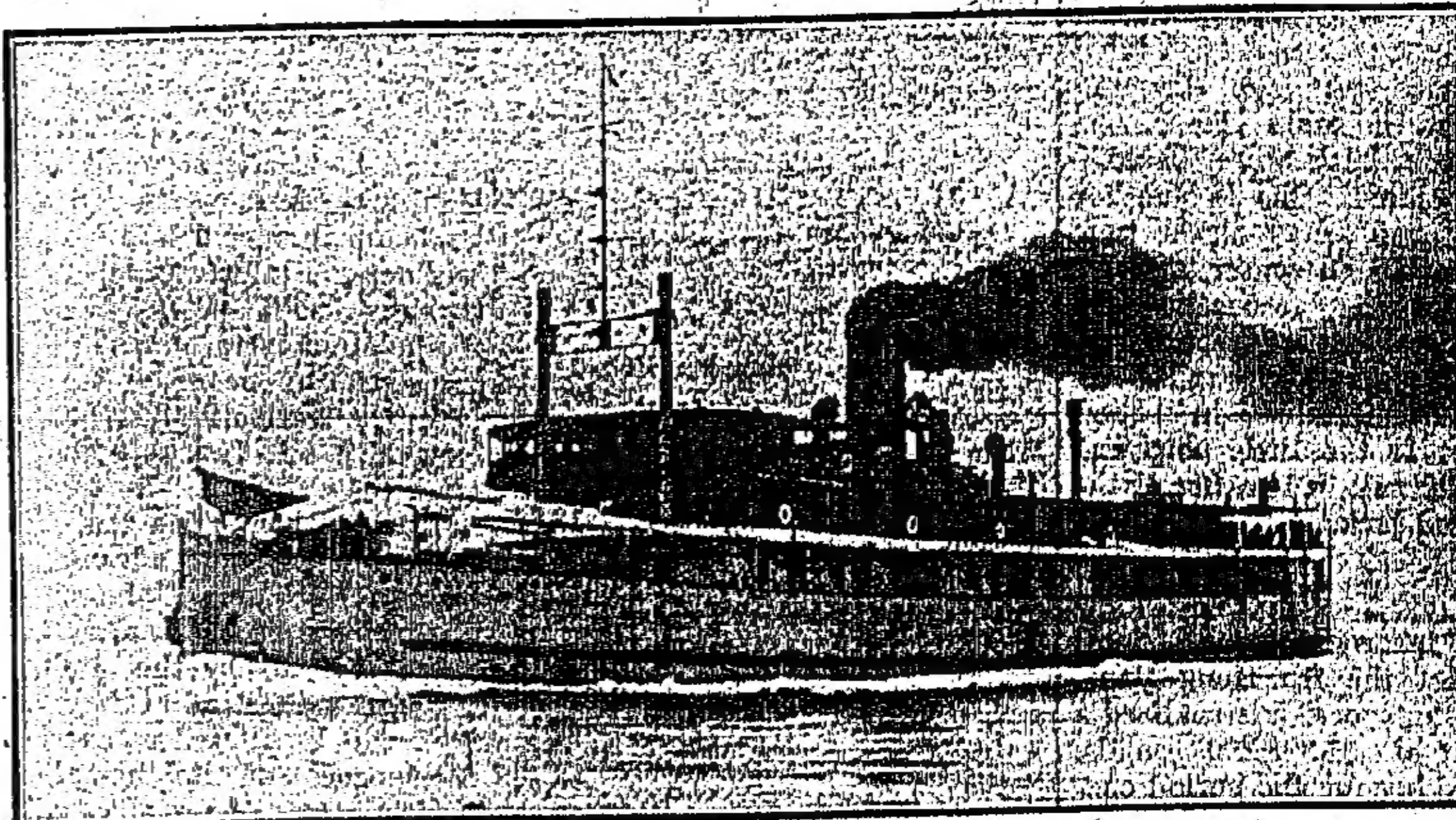
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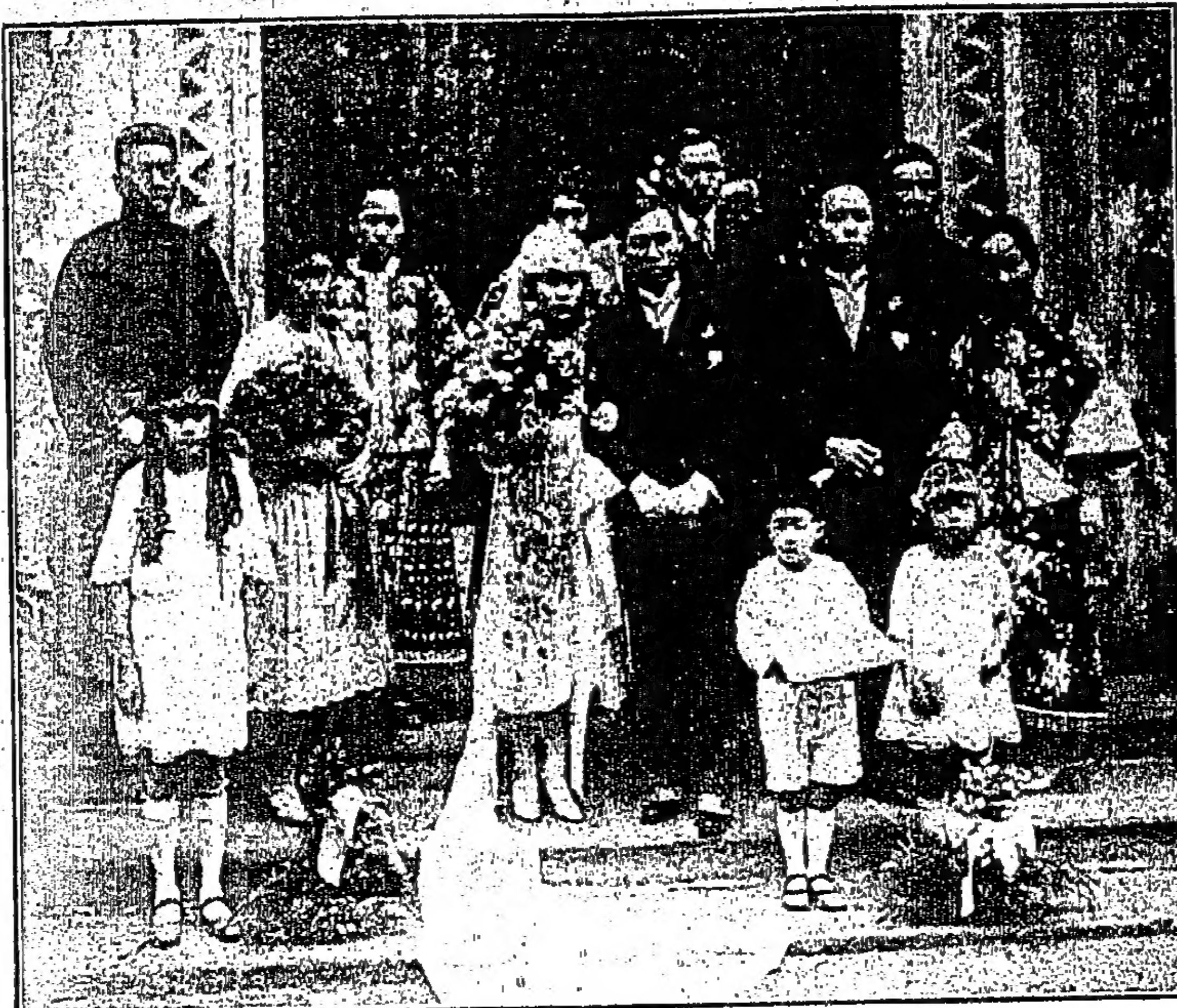
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LOCAL CHINESE WEDDING.



Group taken at the wedding of Dr. Phoon Seck-wah and Miss Chan Suen-lan, which took place at St. John's Cathedral on Wednesday. (Photo: Mee Cheung).

NAVAL LIMITATION.

A CHORUS OF COMMENDATION.

London, Feb. 11.
President Coolidge's disarmament proposals have been favourably received in authoritative circles in London, but detailed comment is not available till experts have studied the Memorandum.

A message from New York says the press greets with praise the proposals, which come as a complete surprise. The faint murmurs of scepticism are drowned in a chorus of commendation.—*Router.*

A VALUABLE LEAD.

London, Feb. 11.
President Coolidge's Memorandum to Britain, France, Italy and Japan suggesting that their delegates at a meeting of the Preparatory Commission for the Disarmament Conference at Geneva should be empowered to negotiate an agreement further limiting naval armament and covering classes of vessels not included in the Washington Agreement has been welcomed in principle in London. Whatever may come of the proposal it is felt that the mere fact that the United States has once more expressed adherence to it in such an emphatic manner, is bound to promote the cause of disarmament of which Britain has always been a protagonist. The details must obviously be examined by experts, before any official opinion is expressed, but it is recognised that President Coolidge's proposals are made at an opportune moment, for a meeting of the Preparatory Committee has been fixed for March 21st. The reports of various sub-committees on the technical aspects of disarmament will be then before it and the representatives of countries addressed by President Coolidge will be assembled at Geneva.—*British Wireless.*

FRENCH OPINION.

Paris, Feb. 11.
President Coolidge's Disarmament Memorandum has been the subject of long deliberations on the part of interested services at the Quai D'Orsay. The official view is not yet known, pending a meeting of the Ministerial Council on February 12th, but it is semi-officially stated that it may be presumed that the French Government will not object to the American proposal, but will insist that the disarmament problem shall remain in the hands of the League of Nations.

It is added, on the other hand, that there is no reason to think that the participation of the Soviet in the proposed Conference cannot be made a condition of its assembling.—*Router.*

Leningrad.—Three of the former imperial yachts are to be sold at auction, the proceeds to be applied to the purchase of merchant vessels to increase the Soviet-commercial fleet. The finest of the yachts to go under the hammer is the Standard, the favourite cruising boat of Czar Nicholas II. The other two are the Zarnitza, and the Sprela.

FRIENDSHIP BRUSHED ASIDE.

(Continued From Page 1.)

on December 18th their readiness to negotiate on treaty revision as soon as the Chinese had constituted a Government with authority to negotiate, and how the British Government have meanwhile formulated and laid before the Chinese authorities in the North and South unilateral measures for Treaty modification to meet the aspirations of the Chinese people. The Memorandum says:—"These measures imply an immediate and radical modification of the old Treaty position so far as His Majesty's Government are concerned and are an earnest of further modifications as soon as conditions permit. But before this can be successfully attempted, it is essential that official stimulation of anti-British propaganda must cease. The comparative peace of the greater part of Southern China during the last two or three months has proved that when organised agitation and intimidation are absent, friendly relations between the Chinese and the British people remain as excellent as they have been in the past."

IN ACCORD WITH COVENANT.

The statement concludes:—"The policy of His Majesty's Government is, therefore, a development of and not a departure from the Washington Conference policy. In accordance with Article VII of the Washington China Treaty, they have communicated fully and frankly to the Governments of the other Washington Powers their views regarding the situation, both as concerns the defence of life at Shanghai and the proposed steps towards Treaty revision. It is for them to determine to what extent they feel able to associate themselves with the policy of the British Government in both its aspects. In any case, the British Government have felt it right to make this communication to the League of Nations so that its members may have before them a full statement of His Majesty's Government's policy in China and may understand how completely it is in accord with both the letter and spirit of the Covenant. His Majesty's Government deeply regret that there appears to be no way in which the assistance of the League in a settlement of the difficulties in China can be sought at present. But if the opportunity should arise of invoking the good offices of the League, His Majesty's Government will gladly avail themselves of it.—*British Wireless.*

Leningrad.—Russia's second crematorium is under construction here as the first in the Soviet state is nearing completion in Moscow. Burning the dead is a new custom in Russia, but it is becoming quickly established in favour. Leonid Krassin, the Soviet envoy to London who died recently, was the first important governmental official to be cremated.

A. P. C. BURGLARY.

MAN CHARGED ON FOUR COUNTS.

Importance is attached by the police to the arrest of a Chinese who appeared before Mr. R. E. Lindsell, at the Central Police Court this morning, on charges arising from a burglarious visit to the A.P.C. building, and the resultant theft of a number of articles belonging to at least three European residents.

Full details are withheld while officers of the Criminal Investigation Office investigate more fully a number of interesting clues which have been secured in the case, but what has been revealed by the enumeration of a number of charges, on which the police are proceeding against the prisoner for the time being, has disclosed a very interesting story. A few days ago, it will be recalled, police officers were called into Asiatic Building, where the office of Mr. W. A. Butterfield, on the seventh floor, was entered, overnight, and Mr. Butterfield's revolver, ten rounds of ammunition, and two blank cheques were stolen.

As anticipated, the following day a cheque filled out for an amount of \$500, and forged with the name of Mr. Butterfield, was presented at the Hongkong and Shanghai Bank, and the Chinese who presented the slip was immediately detained and handed over to the police. This man is now the accused and he is charged, in addition to the theft of Mr. Butterfield's revolver and ammunition, and the two blank cheques, with being in possession of a certificate of character on which the name of Mr. Butterfield had also been forged.

In consequence of the finding of a fingerprint on an electric torch, the accused is also charged with being implicated in another recent burglary, in respect of which reports had been received from Mr. L. M. S. Lloyd and Miss L. C. Gatty, both of the A.P.C. the former being robbed of a silver cigarette case and cigar silver cutter, and the latter of a cheque left in her desk.

Four counts were mentioned when the accused was produced by Detective Sergeant V. Baker this morning. The officer, replying to the Bench, stated that the accused, in the second burglary, let himself in through a window, and effected his escape by means of a key which he stole from the carpenter's office.

In response to an application from Detective Baker, the accused was remanded in police custody until Monday morning, at ten o'clock.

Washington, Jan. 12.—Perfection of a new invention for the reproduction of photographs in natural colours has been accomplished in Germany, the Commerce Department announced to-day. The new system is known as the "Lago process." It is believed that by this method almost any colours of textures may be shown in pictures. The process has been patented in 40 countries, including the United States.

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ELEANOR BOARDMAN

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WIFE OF THE CENTAUR.

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CRIMINAL RESEARCH.

A VALUABLE AID.

The part played by finger-prints in the identification services of the criminal police is well known. The system of ridges in the finger-tips varies with every individual; but, as it is constant throughout life, it forms an unrivalled means of identification.

For taking the finger-prints of criminals the police have hitherto made use of soot-blackened paper. Naturally, the impressions could not be taken without the co-operation of the criminal. This disadvantage has recently been removed by a discovery of Professor Kiesel of Karlsruhe. In Professor Kiesel's method all that is necessary for secretly obtaining the finger-print of a person is a piece of paper containing a slight quantity of very fine wood powder (wood pulp) as distinct from cellulose. The party whose finger-print is required need only touch the paper with his finger-tips and he will at once leave behind an invisible but

developable impression of his ridge-system.

To render this imprint visible, a stamp-pad soaked with paraphenylenediamine is pressed upon the paper and the finger-print, carmine in colour, immediately appears with the greatest clearness. The red coloration of the previously imperceptible finger-print is due to a peculiar chemical change effected in the wood-pulp by the paraphenylenediamine and the skin excretion adhering to the paper.

This discovery of Professor Kiesel is of international significance. Let it be assumed, for instance, that the wrapper of a parcel containing valuables is made of the right kind of paper, that paper will betray anyone who happens to handle it—the finger-print remains registered and, under given circumstances, leads to the ultimate arrest of a thief. Professor Kiesel's system, which is bound to facilitate vastly the identification of criminals, will be of the greatest service in combating the growing criminality of the day.—*Dr. O. Dahms.*